

X'MAS  
GIFTS  
For THE  
HOMETowel rails,  
shaving  
mirrors,  
glass  
shelves,  
soap  
holders,  
sponge  
holders,  
tumbler  
holders,  
tooth  
brush  
holders,  
opal  
tumblers,  
recessed  
fittings, etc.

See our window!

C. E. WARREN & CO., LTD.  
China Building.FOUNDED 1861  
NO. 12, 1861

六拜禮 聖一廿月二十英港香 SATURDAY, DECEMBER 21, 1929. 日廿月十一

65c PER ANNUM  
SINGLE COPIE 10. CENTSTHE CHINA LIGHT  
MEETING.AMALGAMATION PLAN  
INACCEPTABLE.HOME EXPERT'S REPORT VERY  
SATISFACTORY.

## DIRECTORS PRAISED.

Steady progress was reported by the China Light and Power Co., Ltd., at its annual meeting this morning, presided over by Mr. R. C. Shewan.

Some interesting announcements were made by the Chairman, one of these being to the effect that Mr. A. H. Preese, the expert invited out from Home, to advise on steps to be taken to ensure the development of the Company on modern scientific lines, had presented a preliminary report which was most satisfactory.

Reference was also made to the offer of amalgamation made by the Hongkong Electric Company, it being disclosed that the terms were not found acceptable to the Directors of the China Light and Power Co.

## Chairman's Speech.

Addressing the shareholders, Mr. Shewan said:—Gentlemen, I propose with your approval to take the report and accounts, copies of which have been in your hands for the required period, as read.

The net profit available for appropriation, after payment of the interim dividend of five per cent., amounting to \$179,109.74, is \$453,048.1, which we recommend be distributed as follows:—It payment of a final dividend of nine per cent., making fourteen per cent. for the year, absorbing about \$332,000, and in payment of a bonus to the staff of the Company amounting to about \$23,080, leaving a balance of about \$78,000 to be carried forward.

The Working Account shows a gross profit of \$747,186.53 against \$530,941.25 last year, an increase of forty per cent. The number of consumers has increased from 12,245 in 1928 to 13,554 at the close of the year.

## Reduced Rates.

Units sold during the year rose to 13,336,626, an increase of 29 per cent. It has been the special endeavour of the Company to encourage and assist users of electricity for power purposes, and with this end in view the rate per unit for power has now been reduced to 7 cents per unit for all motors, while special discounts are allowed on all monthly accounts of \$100 and over. For lighting, our charge, in accordance with our undertaking at the time we began to change our voltage, has been reduced as from 1st October, last, to 12 cents per unit, with discounts to large consumers.

In connexion with the change of voltage, large areas have been completed and much apparatus, such as fans, etc., has been converted to the higher voltage. Much still remains to be done before a complete change-over can be effected.

## Consumers' Deposits.

With regard to consumers' deposits, which amounted at 30th September to \$282,915.05, we have now decided to keep these entirely separate from the Company's funds and to invest them outside the business of the Company. A formal Declaration of Trust in respect of these deposits has been drawn up, and will shortly be available to our consumers for their inspection. Your Directors hope the adoption of this policy is one that constituents of the Company will appreciate, inasmuch as it is one not generally initiated but a step which the Board has decided to take in the special interest of depositors.

As indicated at the last annual general meeting, an agreement has now been closed with the Government for the supply of electricity to the New Territories. As I said then, we do not expect this branch will show a speedy return, but we are looking to the future and to the great expansion which is now taking place in Kowloon and which must sooner or later extend to the New Territories.

(Continued on Page 2.)

# The Hongkong Telegraph.

Dollar on Demand:—1/-13/16d.  
Lighting up Time:—5.44 p.m.  
Low Water:—5.00 p.m.  
High Water:—8.04 p.m.

Brick delivered price include only  
reasonable charges to cover freight,  
hiring, etc. Consider the delivered  
price as well as the list price when  
comparing automobile values.

## THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.  
33, Wong Nai Chung Road... Happy Valley.

FOUNDED 1861

NO. 12, 1861

六拜禮 聖一廿月二十英港香

SATURDAY

DECEMBER 21, 1929.

日廿月十一

65c

PER ANNUM

SINGLE COPIE 10. CENTS

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C. E. WARREN &amp; CO., LTD.

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SPECIAL ATTRACTION DURING DINNER DANCES

DAWN ASSHETON

England's world famed Operatic Coloratura Soprano  
and

LASZLO SCHWARTZ

Eminent Hungarian Violinist-Composer

at

REPULSE BAY HOTEL

Saturday, December 21st.

HONGKONG HOTEL

Boxing Day, December 26th.

and

PENINSULA HOTEL

Friday, December 27th.

Tables for the above may now be reserved at any of our Hotels

THE HONGKONG &amp; SHANGHAI HOTELS, LTD.

Certain relief for sufferers of  
INDIGESTION

with

3 Tablets of



Magnesium Perhydrol

"MERCK"

Relieves the distressing symptoms of nausea, heartburn, flatulence, and all other stomach troubles.  
Your doctor recommends it.

From all chemists and stores in powder and tablets.

PRIZE-GIVING AT PEAK  
SCHOOLCHILDREN WHO REQUIRE  
A FIRM HAND.

Last evening's presentation of prizes to children of the Peak School by Lady Clementi was one of the most delightful of local pre-Christmas functions, and was attended by a large number of parents and friends of scholars.

The presentation was held in the Peak Club, and prior to the presentation the guests were entertained by a series of delightful little charades.

The programme opened with the song, "The Frog and the Crow" by Class 9, and was followed by items in the following order—Pretty Stories, and Funny Pictures, Kindergarten Class, aided by Class 5; Four Songs, Class 9; Scenes From Hiawatha, Hiawatha's Childhood; The Wooing of Minnehaha, The Wedding Feast, Classes 6, 7 and 8.

At the entrance to the Peak Club, little girls from the school, dressed in most attractive long white gowns and wearing little caps, met the guests as they arrived and handed them neatly-printed copies of the programme. Within the building the guests were welcomed by Miss M. W. Newholme, the acting headmistress, whose good organising and consideration of details made for such a pleasant evening.

The Annual Report.

Miss Newholme read the annual report, which stated that the school opened on January 7th with 69 pupils and closed on December 20th with 58. The average attendance is 37.14. Throughout the year the health of the children has on the whole been good.

Throughout the year the children have worked satisfactorily, evincing a keen interest in most subjects, and the examination papers have shown that good progress has been made. Thirteen children were entered for the Royal Drawing Society examination in June. Of these 4 obtained Honours and 6 passed. It is perhaps advisable to remind parents that the Peak School curriculum does not cover children beyond class 7, and children above the age of ten should be transferred to the Central British School where there is every provision for senior pupils. Older children, having outgrown the work and discipline of a junior school, are at a disadvantage both in their studies and in their general development.

(Continued on Page 16.)

# The Christmas Store

Convenient to your home is our store where you can do your Christmas Shopping  
**QUICKLY and COMFORTABLY.**

Hundreds of Gift selections await you—useful, inexpensive—appropriate for every age.

**RARE PERFUMES**Waft their sweetness at Christmas time. They are Gifts that bring happy remembrance of the giver long after the season is past. We have just received the latest creations from—**CARON—GUERLAIN—COTY**, etc., etc.

## OUR NEW SELECTION OF THE MOST ATTRACTIVE OF

**CAMERAS**

In many beautiful colours and models from which to choose, and everyone a wonderful Christmas Gift to make.

PERFUME  
LAMPS & SPRAYS  
IN BEAUTIFUL COLOURS AND  
DESIGNS THAT MAKES A  
DELIGHTFUL GIFT.

OPEN TILL  
8.30 P.M.  
EVERYDAY

NO XMAS IS COMPLETE WITHOUT  
**CRACKERS**  
WITH THE LATEST  
NOVELTIES.

These are but a few suggestions, a visit to our store will reveal many more beautiful and useful Gifts.

**THE PHARMACY,**

(FLETCHER &amp; CO., LTD.)

TEL. C. 345.

A.P.C. BUILDING.

# CLOSING-OUT SALE!

Don't wait  
For the Crowds.  
Beat Them  
to it!

For Cash only.  
Great Sale Final.  
No Exchanges.  
No Refunds:

**EVERYTHING INCLUDED**

All our new season's goods must be cleared out at once.

**THERE ARE—**

## GREAT BARGAINS IN ALL DEPARTMENTS.

**\$150,000 WORTH OF MERCHANDISE***Below the Cost of Manufacture.***Come One! Come All!! But Come Early!!!****YEE SANG FAT CO.**

# TO-DAY'S WANTS

25 WORDS — ONE DOLLAR

(\$1.50 IF NOT PREPAID)

The following replies have been received:

295, 300, 301, 305, 306, 315, 344, 363, 371,  
374, 376, 381, 385, 411, 426, 427, 443, 445,  
455, 461, 462, 465, 474, 476, 480, 505, 512,  
544, 546, 547, 550, 556, 566, 593, 595, 598.

## SITUATIONS WANTED.

POSITION WANTED.—Experienced overseer in Building Construction. Seeks post, best credentials. Supervised Repulse Bay Hotel Building start to finish and many other construction works. References can be inspected on favourable interview. Write Box 603, "Hongkong Telegraph."

## WANTED.

FIRST Class Salesman WANTED to sell Neonite signs on commission basis. Good sellers. Apply between 9 and 10 a.m. China Neonite Co., Ltd., 68, Queen's Road, Central.

## MISCELLANEOUS.

## RAFFLE.

M. C. L. Prison, Branch.

Winning Ticket No. 12, Delivery to be had from Messrs. Tyle & Co., Queen's Road Central, on production of ticket.

## FOR SALE.

Offers invited for DESIRABLE RESIDENCE in Peak District (near Motor Road).

Furnished or unfurnished; Modern Sanitation; Four Large Rooms with Enclosed Verandahs; Two Bathrooms, Pantry, Drying Room, etc., etc.

Write—Box No. 564, care of "Hongkong Telegraph."

## PREMISES TO LET.

OFFICE TO LET.—Des Voeux Road Central comprising spacious general office and two private offices. Apply DENISON RAM & GIBBS, 8A, Des Voeux Road Central.

TO LET.—Office Rooms, Hongkong and Shanghai Bank Building. Apply to Sung Kee, same Building.

Office (2 Rooms) to be let from 1st January, 1930, in Hongkong Club (Annex). Apply Secretary, Hongkong Club.

## GODOWNS TO LET.

Two Godowns at Praya East, Gloucester Road, about 7,400 and 8,600 ft. each opposite to Kwang Sung Hong Ltd. Factory. One Godown at Whitfield Road, about 4,000 ft. next to Kwang Sung Hong Ltd. Glass Factory. Please apply to Kwang Sung Hong Ltd.

## APARTMENTS TO LET.

VICTORIA PRIVATE HOTEL, HANKOW ROAD, KOWLOON, rooms with full board from \$95. to \$130. per month, double rooms for 2 persons with full board from \$180 per month, daily rates from \$4 per day. European management. Tel. K.357.

## "PEAK MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation.

## Five-Roomed and Six-Roomed APARTMENTS.

with all Modern Conveniences, Drying Rooms and Out-houses, Two lifts. Apply to—

## CRECET FONCIER D'EXTREME-ORIENT.

MASSEUR R. SHIMIDZU, ASSEUSES S. HONDA, ASSEUSE S. KISAKI.

Recommended for many years by Government Civil Hospital, Peak Hospital, etc., and by the best doctors. 24, Wyndham Street, Tel. C.4945.

# PATNEMALLIE PACKET TEA

## The Choicest of Blends

Write "Patnemallie" in your Compradore Book and so get the best value.

# NO GIFT MORE APPROPRIATE THAN CHINA TEA FROM CHINA

Send Your Friends China Tea for Christmas.

PRODUCED BY

## THE CHINA TEA CO.

ESTABLISHED OVER 60 YEARS.

Make your selection from the following varieties of Keemun Tea, each packed in quaintly painted boxes.

PRICES INCLUDE POSTAGE AND ALL CHARGES.

10 LB. BOX Painted Wooden Box	3 LB. BOX Painted Wooden Box	3 LB. BOX Painted Wooden Box
(1) Keemun Black Tea, \$25.60	(1) Keemun Black Tea, \$12.60	(1) Keemun Black Tea, \$8.40
(2) " 20.60	(2) " 10.00	(2) " 7.00
(3) " 17.60	(3) " 9.00	(3) " 6.00
(4) " 15.60	(4) " 8.00	(4) " 4.60
(5) " 13.60	(5) " 7.00	(5) " 3.50
(6) " 12.20	(6) " 6.00	(6) " 3.00
(7) " 11.00	(7) " 5.00	(7) " 2.50
(8) " 10.00	(8) " 4.00	(8) " 2.00

The numbers given above represent the various qualities. Send us the addresses to which you desire us to send the Tea, and your friend will receive your gift at Christmas.

ALL CHARGES PAID.

## THE CHINA TEA CO.

DAVID, HOUSE, 1B, POTTINGER ST. HONGKONG.  
TEL. C. 4697.

Also Chief Agents for Chung Wah Tea Co., Shanghai.

## CHURCH NOTICES.

To-morrow the Fourth Sunday in Advent.

## LOCAL SERVICES.

St. John's Cathedral, Hong Kong 22nd December, 1929, Fourth Sunday [p] Advent. Holy Communion, 8 a.m. Holy Communion (Peak Church), 8 a.m. Children's Service, 10 a.m. Sunday School at Peak School, 10 a.m. Mattins and Sermon, 11 a.m. Preacher: The Dean. Evensong, 6 p.m. Preacher: Rev. H. V. Koop.

Union Church, Kennedy Road Sunday 22nd December, 1929. Sunday Schools, Kennedy Road, 10 a.m. Taikoo, 3 p.m. Morning Service, 11 a.m. Preacher: Rev. F. C. Young. Hymns, 133, 178, 727, 163, 171. Evening Service, 6 p.m. Preacher: Rev. F. C. Young. Hymns, 163, 729, 374, 172. Christmas Day, Morning Service, 11 a.m.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Services, 11.15 a.m. Subject "The Universe, including Man; Evolved by Atomic Force." The Sunday School is held at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass., U.S.A.

Sunday Services: Morning 10.15 a.m. Preacher, Rev. J. C. Knight. Evening, 6.00 p.m. Preacher, Rev. J. C. Knight. Anstey, Sunday School 3.00 p.m. Sailors and Soldiers Home Sunday, 3.00 Mens Bible Class (Mr. Smith). Sunday 8.15 p.m. Service Men's Home. Christmas Day, Service, 10.15 a.m. Hankow Barracks. Sunday Service, 10.00 a.m. Preacher Mr. Le Tissier.

BOOKING AT THE ANDERSON MUSIC CO.

## New Advertisements

## MOTORISTS.

THE MAN LEE CO. has pleasure in announcing that Mr. AH KEE, late Chief Chinese Mechanic, Hongkong Hotel Garage, is now in charge of the REPAIR SERVICE.

Repairs undertaken by expert workmen under the personal supervision of Ah Kee.

Satisfaction guaranteed.

REPAIR SHOP at junction of Percival St. and Praya East. Tel. C.169.

Ah Kee will attend to your car PERSONALLY, PROMPTLY, ECONOMICALLY.

## THE BOY SCOUTS ASSOCIATION.

Under the distinguished patronage of H.E. SIR CECIL CLEMENTI, K.C.M.G.

Chief Scout of Hongkong. A GRAND COMING-OF-AGE CONCERT AND DISPLAY will be given in the

## THEATRE ROYAL.

on SATURDAY, 21st Dec., 1929, at 9.16 p.m.

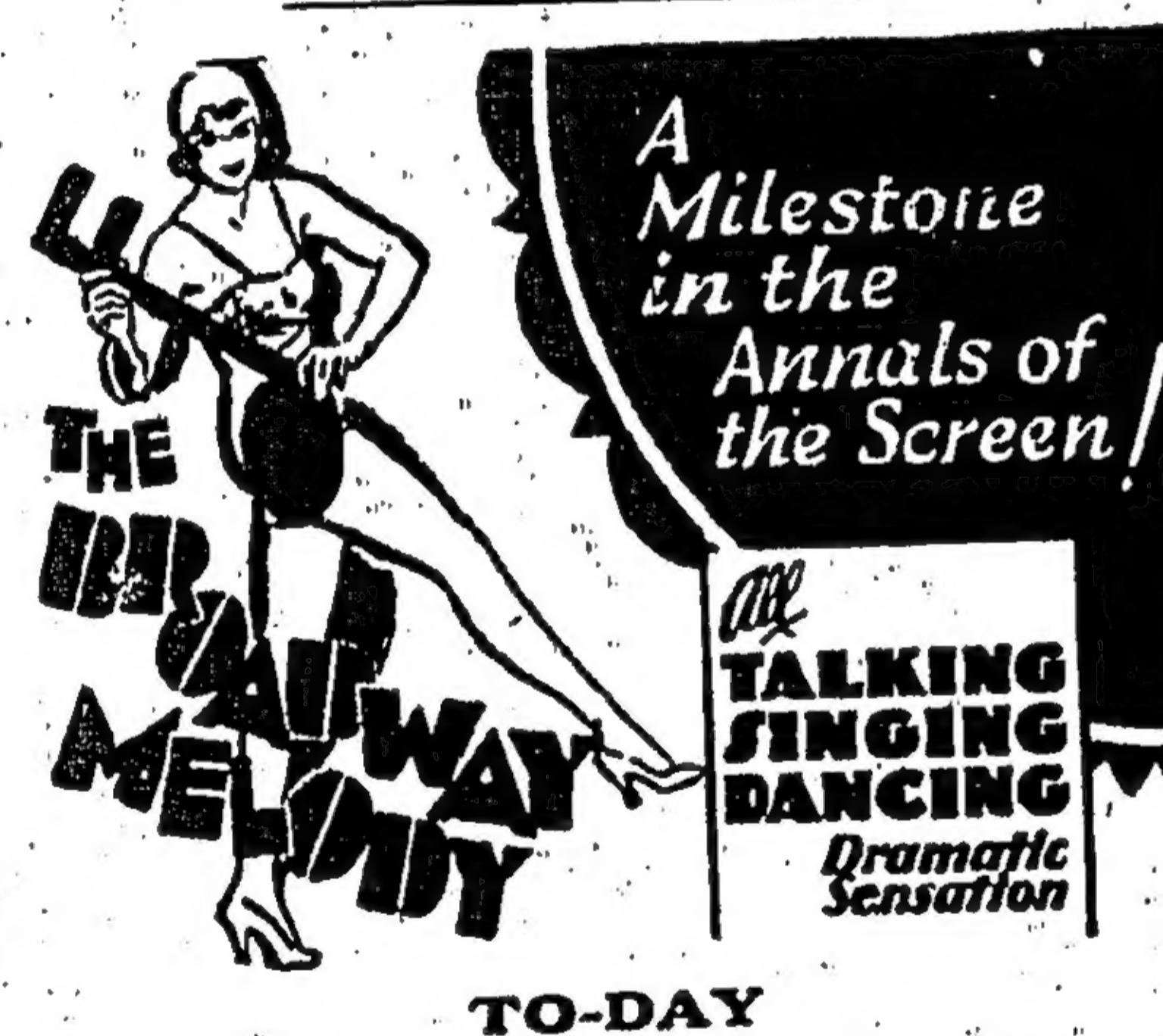
The Proceeds will be devoted to the Saiwan Bay Camp Fund. Reserved Seats ... \$2.00 Unreserved ... \$1.00 & 50 cents Unreserved seats half price to Service men in uniform.

## BOOKING AT THE ANDERSON MUSIC CO.

MRS. MOTONO  
HAND & ELECTRIC  
MASSAGE

No. 31B, Top Floor, Wyndham St., Hongkong.

## QUEEN'S



## STAR THEATRE

## 2 NIGHTS ONLY 2

PRIOR TO THEIR DEPARTURE FOR LONDON

## EDGAR WARWICK

## PRESENTS THE

## WARWICK REVUE CO.

To-day ..... "THE WHIRLIGIG"

Sunday, Dec. 22 ..... "FAREWELL FARE"

## SOLELY TO AMUSE

Plans open at Moutrie's and the Star.

## For the Best

## LOCAL VIEWS

and

## PORTRAIT PHOTOGRAPHS

Go To

MEE CHEUNG

Studio, Ice House St. Branch 7, Beaconsfield Arcade.

# HONG KONG UNIVERSITY SECOND ANNUAL PHOTOGRAPHIC EXHIBITION

Dec. 16—23

OPEN DAILY

From 9 a.m. to 1 p.m.

2 p.m. to 6 p.m.

ENTRANCE FREE.

COMMENCING  
24th DecemberHAROLD  
LLOYDin  
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Y

## MAJESTIC

Nathan Road, Kowloon

ASAHI  
BEERSole Agent  
MITSUI  
BUSSAN  
KAISHA  
LTD.  
HONGKONG

## INDIAN LEADERS.

## POLITICIANS TO MEET

THE VICEROY.

New Delhi, Dec. 20. The Viceroy has agreed to a request to meet the political leaders Gandhi, Motilal Nehru, V. K. Patel, M. A. Jinnah, and Sir Tej Sapru, at the Viceregal Lodge on December 24.—Reuter.

The football presented by Messrs. Lane, Crawford, Ltd., for the annual charity match played between teams representing the Army and Navy was won in a raffle by little Miss Baskett. As the ball can be of no use to her, she has presented it to the Services for a second raffle, and tickets will shortly be on sale among the service units and at the Y.M.C.A. Naval and Military Canteen, City Hall.

YOU'LL ENJOY THESE  
FAMOUS MUSICAL COMEDY  
AIRS OF THIRTY YEARS AGO!

Columbia RECORDS

9881— Lionel Monckton's Memories

Debroy Somer's Band.

9722-3— Melodious Melodies. Herman

Finck's Orch.

9934— Chorus Hits of Yesterday Jolly

Old Fellows.

5525— Father's Favourites. Organ

Medley.

## THE ANDERSON MUSIC Co., Ltd.

Sales and Services on  
Building Materials and  
Sanitary appliances  
Prices Competitive.

ENQUIRIES SOLICITED

## GAY KEE

David House, Des Voeux Road, Central.

## POST OFFICE NOTICE

## RADIO NOTICES.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P and Q Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

From 16th December to 5th January inclusive radiotelegrams conveying Christmas and New Year Greetings will be accepted for transmission to Canada and the United States of America. For rates and other particulars apply to the Radio Telegraph Office.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

The parcel post service to the Province of Kwangsi is resumed and letter mails are again being forwarded by direct steamers.

## INWARD MAIL.

From Europe via Siberia (Ship Due 6.30 p.m. 20th Dec.).

From China (Ship Due 6.30 p.m. 20th Dec.).

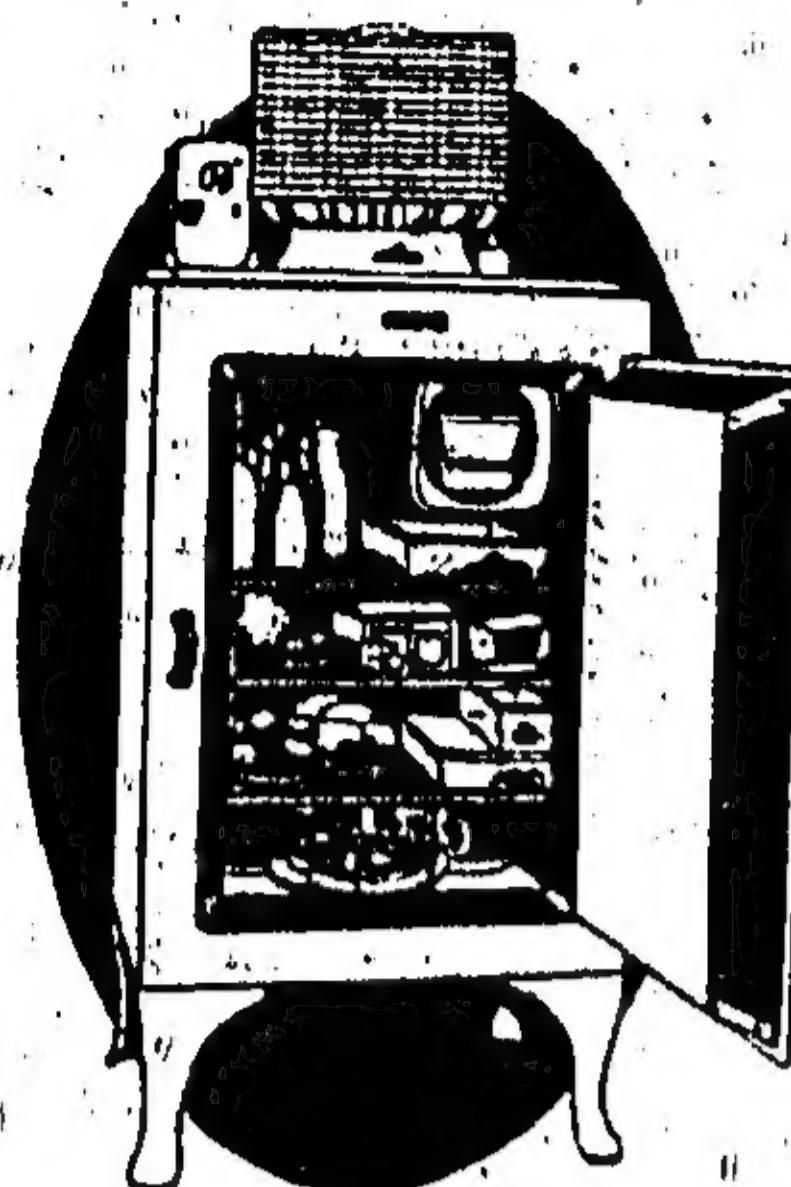
From Japan (Sail. Dec. 21 Nov. & parcels 14th Nov.)

From Shanghai and Swatow (Sail. Dec. 21 Nov. & parcels 14th Nov.)

From Straits (Sail. Dec. 21 Nov. & parcels 14th Nov.)

**"On The Top"****GENERAL ELECTRIC**  
**ALL-STEEL REFRIGERATOR**

Every General Electric Refrigerator is hermetically sealed



NO OILING

NO ATTENTION

ACCESSIBLE  
FREEZING REGULATOR

QUIET OPERATION

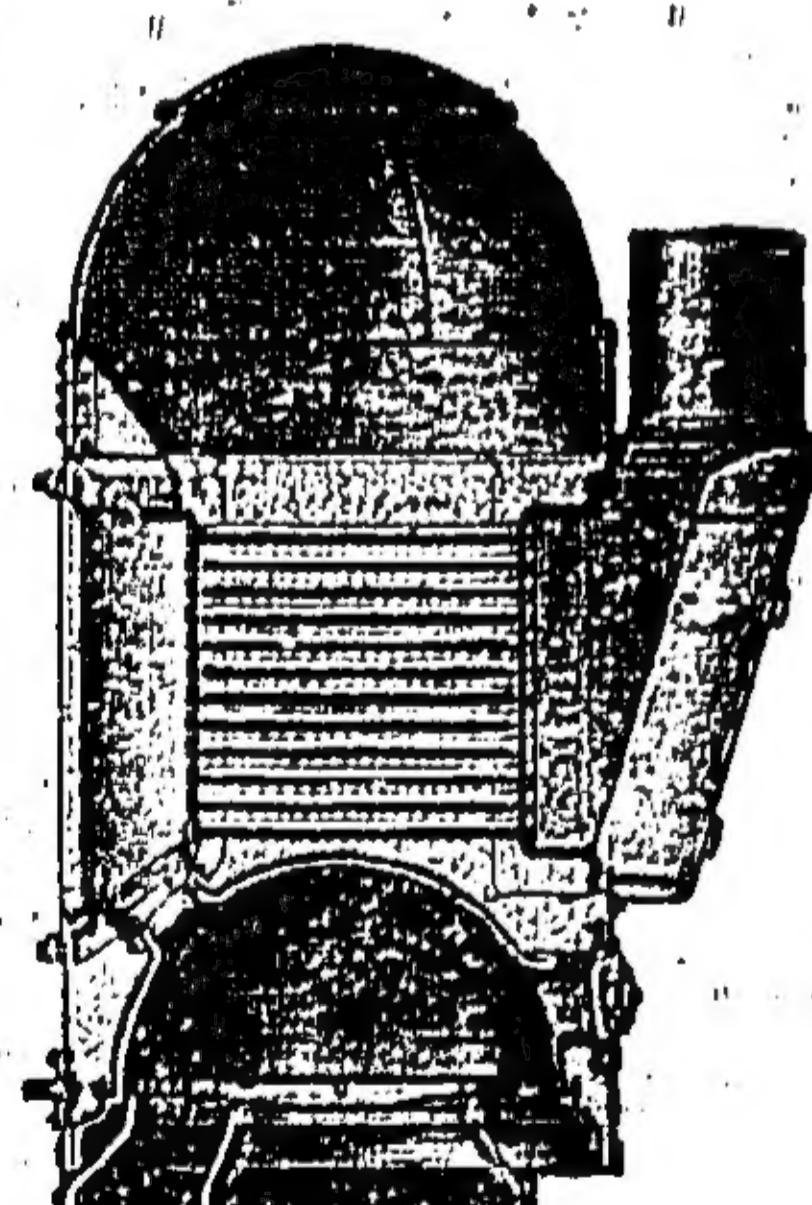
DUST PROOF MECHANISM

NO FAN, BELT, NOR PIPES

OVER 350,000 OWNERS AND NOT ONE  
HAS SPENT A CENT ON REPAIRS

EASY PAYMENT TERMS

On View at

Hongkong Electric Co., Ltd., Wm. C. Jack & Co., Ltd.,  
General Electric Co. (China), Ltd.ANDERSEN, MEYER & CO., LTD.  
David House.**COCHRAN**for  
EVERY INDUSTRIAL PURPOSE**STEAM AND HOT WATER.**THE STANDARD DONKEY BOILER  
FOR STEAM & MOTOR SHIP  
AUXILIARIES.**BOILERS**

COCHRAN &amp; CO. ANNAN, LTD.

SOLE AGENTS:-

**THE GENERAL ELECTRIC Co.  
OF CHINA, LTD.**

Queen's Buildings.

Hongkong.

**E. HING & CO.**SHIPBUILDING MATERIALS, SHIP CHNDLRS.  
HARDWARE MERCHANTS.PHONE:—CENTRAL No. 1116. { Wing Woo Street  
Tel. Central 25.THREE YEARS FOR  
BLACKMAIL.CAREER OF CONVICTED  
DIRECTOR.

Sentence of three years' penal servitude was passed at the Old Bailey on Alfred Thomas Blake, aged 30, of East Dulwich, S.E., for demanding £500 by menaces from a fellow director, whose name it was requested should not be published.

The prosecution stated that Blake threatened that if £500 were not paid to him, he would inform the company's customers that prosecutor had served seven years' imprisonment in Canada.

Blake stated that after discussing silver fox farming with the prosecutor they formed a company. He said that an endeavour was made to get him out of the company and that wages were due to him.

He denied that he had any intention to blackmail his colleague.

Replying to Mr. G. D. Roberts (for the prosecution), Blake said that he had been convicted twice and met prosecutor in prison.

He agreed that he was sentenced to ten years' penal servitude in Ireland during the rebellion for looting. The sentence was remitted and he had to serve only three months. In February, 1923, he was fined £10 at the Mansion House for obtaining five guineas by false pretences and at Winnipeg, in 1925, he was sentenced to two years' imprisonment for obtaining money by false pretences. He escaped from prison but was rearrested.

Looting in Ireland.

Detective-Sergeant Cain said that Blake was a second Lieutenant in the R.A.F. till 1919, and subsequently joined the Royal Irish Constabulary. He was attached to the "Black-and-Tans" when he was court-martialled and sentenced to ten years' penal servitude for looting. He claimed that he had won the Distinguished Flying Cross, the Air Force Cross, the Military Medal, and the Belgian Croix de Guerre, and the Secretary for Ireland took this into consideration and caused him to be released after he had served a few months of his sentence.

He had practised as a doctor in Canada, and while there he said that an uncle, Colonel Arthur George Blake, had left him estates in Sussex and Scotland, value £80,000.

Inquiries in England, said Sergeant Cain, failed to trace any such will or legacy. He was not entitled to any of the military decorations which he had claimed. Sergeant Cain said that the prosecutor, since his conviction in Canada, had made a genuine endeavour to live down his past and to lead an honest life. He had been using his best endeavours to make fox-breeding in England a success. His company had been thoroughly investigated, and the affairs were in perfectly good order.

Blake made a long speech from the dock, in which he said that while he might have been guilty of legal blackmail he was not guilty of moral blackmail. He had really done what he considered the right thing, and a man in his position who was being squeezed out of the company might have said things which were wrongly taken up.

The Recorder, passing sentence, said that blackmail was moral murder. Nothing was easier than to blackmail a man with a blemish on his past, and that was what Blake had done. The prosecutor was to be congratulated on his courage and public spirit.

"He might well have succumbed," he added, "and if he had once paid you £500, or pence, he would probably have been drafted to the uttermost drop of his financial resources; because that is the method of the blackmailer."

He congratulated Detective-Sergeant Cain on his conduct of the case.

AN EAGLE IN KENT.

STRANGE VISITOR WORKED  
BY MAGPIES.

Since the gale an eagle has been seen flying in the Isle of Sheppey. It was first noticed among some trees at Swanley Farm, Eastchurch, and later was seen at Warden being worried by a number of magpies.

Men working in the neighbourhood of Warden Bay saw it settle in a field. It had a wing span of about eight feet.

The Royal Zoological Society has asked that it shall not be shot or destroyed, as it appears to be a fine specimen.

**George Hossfield**  
the new  
**WORLD'S  
CHAMPION**Other Championships  
at the 1929 International  
Typewriting Contest  
Won on the UnderwoodThe World's Amateur  
Typewriting Championship  
won by Chester Sowek (Pennsylvania)  
at the rate of 110 words per minute.The World's School Novice  
Typewriting Championship  
won by Florence Ball (Ontario, Canada)  
at the rate of 91 words per minute.The American School Novice  
Typewriting Championship  
won by Betsy Kibler (Arizona)  
at the rate of 88 words per minute.A complete copy of the official records  
will be sent upon request.

For the 24th consecutive time

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TYPEWRITING CHAMPIONSHIP**  
has been won on the  
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Mid-Level	... . . . .	\$20. " "
Central District	... . . . .	\$19. " "

## Best Household Nuts

(For Kitchen Use)

Upper Levels	... . . . .	\$19.50 per ton
Mid-Level	... . . . .	\$19.50 " "
Central District	... . . . .	\$17.50 " "

Terms: Cash with order.

Minimum Quantity: One ton.

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Queen's Road, Central.**NEITHER THE AMAH NOR THE BOY**Can make as good use of your old  
SUITS, FROCKS, SHOES, etc.,

as we can.

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CHRISTMAS GIFTS.

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*The Correct Wear for Current Fashion.*

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SUCH AS—

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KELVINATOR**

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even in starting . . . . . that you will  
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whether it is running.

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FURNISHING DEPARTMENT.

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THE HONGKONG ELECTRIC CO.  
SHOWROOM.



LONDON SHOCKS THE  
SCOTTISH LASSIES.

DISGUSTED TO SEE WOMAN  
SMOKE IN HOTEL.

London shocked the 12 Scottish  
fisher girls who arrived to take  
part in the Lord Mayor's Show.

They had breakfast at a London  
hotel in the morning, and saw a  
sight never seen in the little  
village of Newhaven, near Leith,  
where they live.

After breakfast a woman guest  
at the hotel took out a case, lit a  
cigarette, and began to smoke.

Mrs Sophia Wilson, the only un-  
married woman in the party, de-  
scribed the incident with indigna-  
tion to a Press representative who  
met the fisher girls at lunch.

"It was disgustin'," she exclaim-  
ed.

"I wadna' hae thought a wumman  
wad nee haefed her mo—

This is Miss Wilson's first visit  
to London, but when she was asked  
what she thought of it, all she  
could say was that it was awfu'  
dirty, and wanted a good wash, and  
could not be compared to Edinburgh.

But her face lit up with pleasure  
when she spoke of the kindly wel-  
come which Lady Waterlow, the  
new Lady Mayoress, herself an  
Edinburgh woman, had given them  
at the station.

Lady Waterlow told the fisher  
girls that as a fellow-country-  
woman she was proud of them,  
and that pleased them all.

Lovely Complexions.

All these fisher girls, young and  
old, have lovely complexions. They  
say hard work is responsible, and  
that paint and powder are no more  
known among the women of New-  
haven than cigarettes and drink.

Mrs King remained a Press re-  
presentative that year ago she  
came to London with a deputation  
to interview Mr. Lloyd George on  
the enfranchisement of women.

She was an ardent suffragette  
during the most exciting days of  
the votes for women struggles.

All the fisher girls were dressed  
in their best, and wherever they  
went on their tour of London they  
were admired, for they looked most  
picturesque in their striped petti-  
coats, silk bodices, and beautiful  
Paisley shawls.

Grandmothers' Clothes.

"These are the clothes our grand-  
mothers wore when they were at  
work," said Mrs. Milne.

"Sometimes they had on as many  
as half a dozen petticoats. We  
wear blue flannel dresses now when  
we are at work, but we've put on  
our best for London."

"Years ago, when Queen Victoria  
came to Newhaven, she said she was  
pleased with the welcome that she  
got, but she thought we might have  
put on our best dresses."

"Well, we have them on now, and  
we hope London will like them."

The fisher girls visited Billings-  
gate and afterwards went  
to the Tower of London, West-  
minster Abbey, the Cenotaph,  
where they laid a wreath of poppies,  
and then to the House of Commons,  
where they were entertained to tea  
by the member for Leith, Mr.  
Ernest Brown.

WITTY SPEECH BY  
MISS MEGAN.

MR. J. H. THOMAS LIKE A  
TORY MINISTER.

Miss Megan Lloyd George was  
the guest of the National Liberal  
Club at the fortnightly luncheon  
recently, and delighted a large com-  
pany with a very bright and witty  
speech.

Lord Beauchamp, who was in the  
chair, said she almost startled them  
by the similarity of her oratory to  
that of Mr. Lloyd George.

"When my father is inclined to  
be depressed, and that is very rarely,"  
said Miss Megan with a smile,  
"he takes down a little volume  
wherein you may find all the re-  
sults of the last General Election.  
It is a very companionable little  
volume. There is comfort of soul  
to be found in it."

Increased Votes.

"If you turn up the constituencies  
where we fought in 1924 and  
again at the last election, you will  
find that there are 220 seats where  
the increase in the Liberal vote is  
greater than that of one or other  
of the other two parties. There  
are nearly 100 seats where the  
increase in the Liberal vote is greater  
than the increase of both the other  
parties."

Interrupted by Sir John Simon,  
who sat next to her, Miss Lloyd  
George stretched out her hands and  
exclaimed in mock distress, "I don't  
like being cross-examined by Sir  
John."

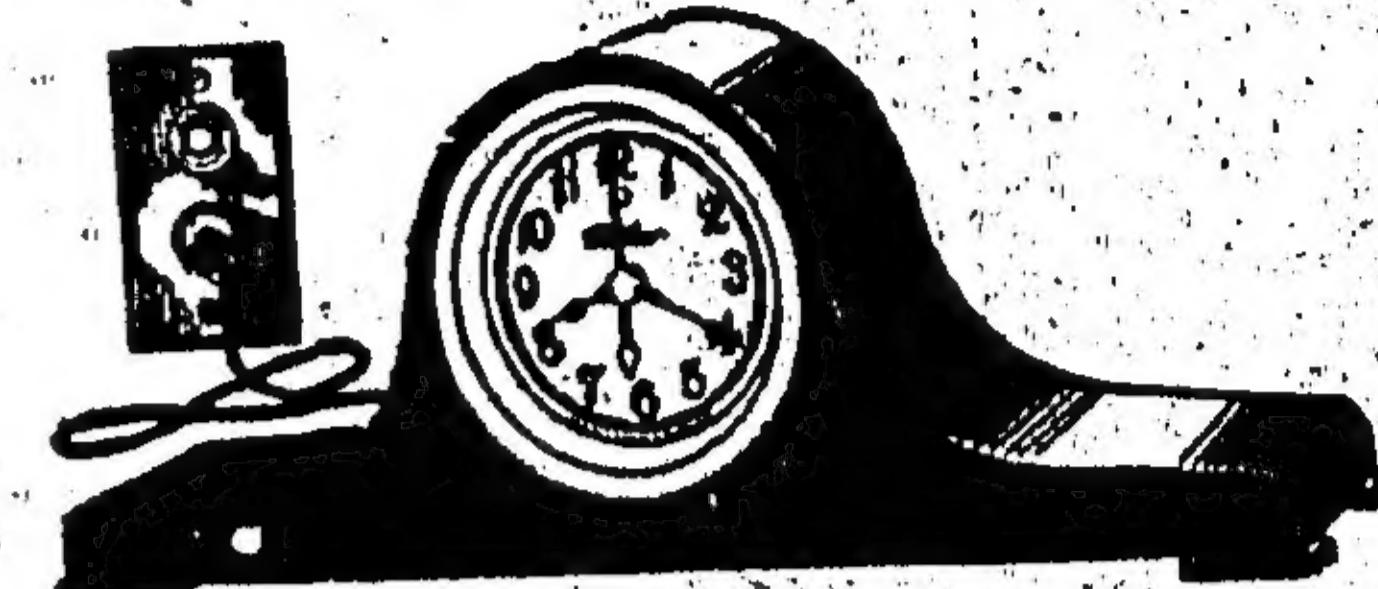
"Mr. Thomas's scheme for re-  
lieving unemployment falls very far  
short of the Liberal unemployment  
policy," she remarked a little later.  
"He could have gone many leagues  
further without even catching up  
with the Liberal policy. In fact,  
we have left him so far behind that,  
looking back, we can hardly distin-  
guish him from a Tory Minister."

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oiling or cleaning. Yet this remarkable modern time-  
keeper costs practically the same as the ordinary  
spring-wound clock. Can you afford to be without it in  
your up-to-date home?

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AND WILL IN THE NEAR FUTURE—BUT WHY WAIT?  
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NO KEY TO LOSE—NO OILING—NO WINDING  
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WEDDING GIFT  
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The Footwear and Hosiery Specialists will remain open **Till 6 p.m.** on SATURDAY, Dec. 21st, and **till 7 p.m.** December 23rd and 24th

**GORDON'S**  
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AT 5. FLOWER STREET.  
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### FOR LADIES:

SHAWLS, KIMONOS, HOUR COATS, UNDIES, PYJAMAS, STOCKINGS, Etc.

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## LOCAL RADIO.

### TO-DAY'S AND SUNDAYS' PROGRAMME.

The principal feature of the week-end wireless programmes to be broadcast by ZBW is that on Sunday morning the service will be relayed from St. Joseph's Roman Catholic Church, Garden Road. The sermon will be preached by the Rev. Father P. Joy, S.J.

Saturday's programme will be mainly dance music, and on Sunday evening a selection of gramophone records will be broadcast. The programmes are as follows:

Saturday, 21st December. Broadcast by ZBW, simultaneously on the wavelengths of 365 metres and 49 metres.

7.48 p.m. Weather report.  
9.00 p.m. "In a Chinese Temple Garden," "In a Persian Market."

International Concert Orchestra. Dance music.  
9.30 p.m. "Mississippi Suite" (A Tone Journey), Parts 1 and 2, "Paul Whiteman and His Concert Orchestra."

Dance music.  
10.00 p.m. News bulletin. Dance music.

10.30 p.m. Close down. Sunday, 22nd December. Broadcast by ZBW, on 365 and 49 metres.

9.55 a.m. Morning Service relayed from St. Joseph's R. C. Church, Garden Road.

10.30 a.m. "Holy Mass," (a) Kyrie (L. Perosi), (b) Sermon: "Restoring the Balance," by Rev. Father P. Joy S.J.

(c) Offertory: Alma Redemptoris Mater.

(d) Sanctus, Benedictus and Agnus Dei (L. Perosi). 2.—Benediction of the Blessed Sacrament.

11.00 a.m. (Approx) —1.00 p.m. Chinese programme.

1.48 p.m. Weather report.  
7.48 p.m. Weather report.

9.00 p.m. Evening programme of Columbia records supplied by courtesy of Messrs. Anderson.

"Poet and Peasant" Overture, Parts 1 and 2, " (Von Suppe).

The Regimental Band of H. M. Grenadier Guards. "Wagneria" (Airs from Wagner)." (Douce.)

"Chopiniana" (Airs from Chopin)." (Douce.)

Flute Solo by Clement Doucet. "Classica—Selection, Parts 1 and 2," (Arr. Ewing).

J. H. Squire Celeste Octet. "The Wedding of the Painted Doll," (Freed and Brown).

"The New Moon"—Lover, come back to me," (Hammerstein and Romberg).

Layton and Johnston. "La Serenata" (Angel's Serenade)." (Brugha).

"Serenade," (Trib.) J. H. Squire Celeste Octet.

"Learnin'" (H. E. Wright and T. C. Sterndale-Bennett).

"Hoedn" (Lockton and Richards).

Harold Williams with Orchestra, Baritone.

"Il Bacis" (Arditi).

"Softly awakes my heart, from

"Samson and Delilah," (Saint-Saens).

The Regimental Band of H. M. Grenadier Guards.

"La Campanella" Parts 1 and 2," (Liszt).

Macchi-Lovitzki.

"Mignon—Selection, Parts 1 and 2," (Thomas).

New Queen's Hall Light Orchestra. "Ships that pass in the night," (Longfellow and Stephenson).

"Vale," (d'Arey and Russell).

Madame Clara Serrano with Piano.

"The Student Prince—Vocal Gems,"

Parts 1 and 2.

(Donnelly and Romberg).

The Student Prince Company.

"Broadway Melody,"

(Brown and Freed).

"You were meant for me,"

Layton and Johnston with Piano.

"Love's Old Sweet Song," (J. L. Mollov).

"Poem," (Fibich).

The J. H. Squire Celeste Octet.

10.30 p.m. Close down.

### PLUM AND APPLE BANQUET.

420 EX-SERVICE MEN AS GUESTS OF EMPLOYERS.

Tins of "plum and apple," Army biscuits, and Woodbines were served at a dinner at a restaurant in Coventry-street, W., when 420 ex-Service men employed by Messrs. Thomas Cook and Son revived old memories.

The menu also included "spuds," "duff," "rice and pozzy," and "H.E.—porky touch."

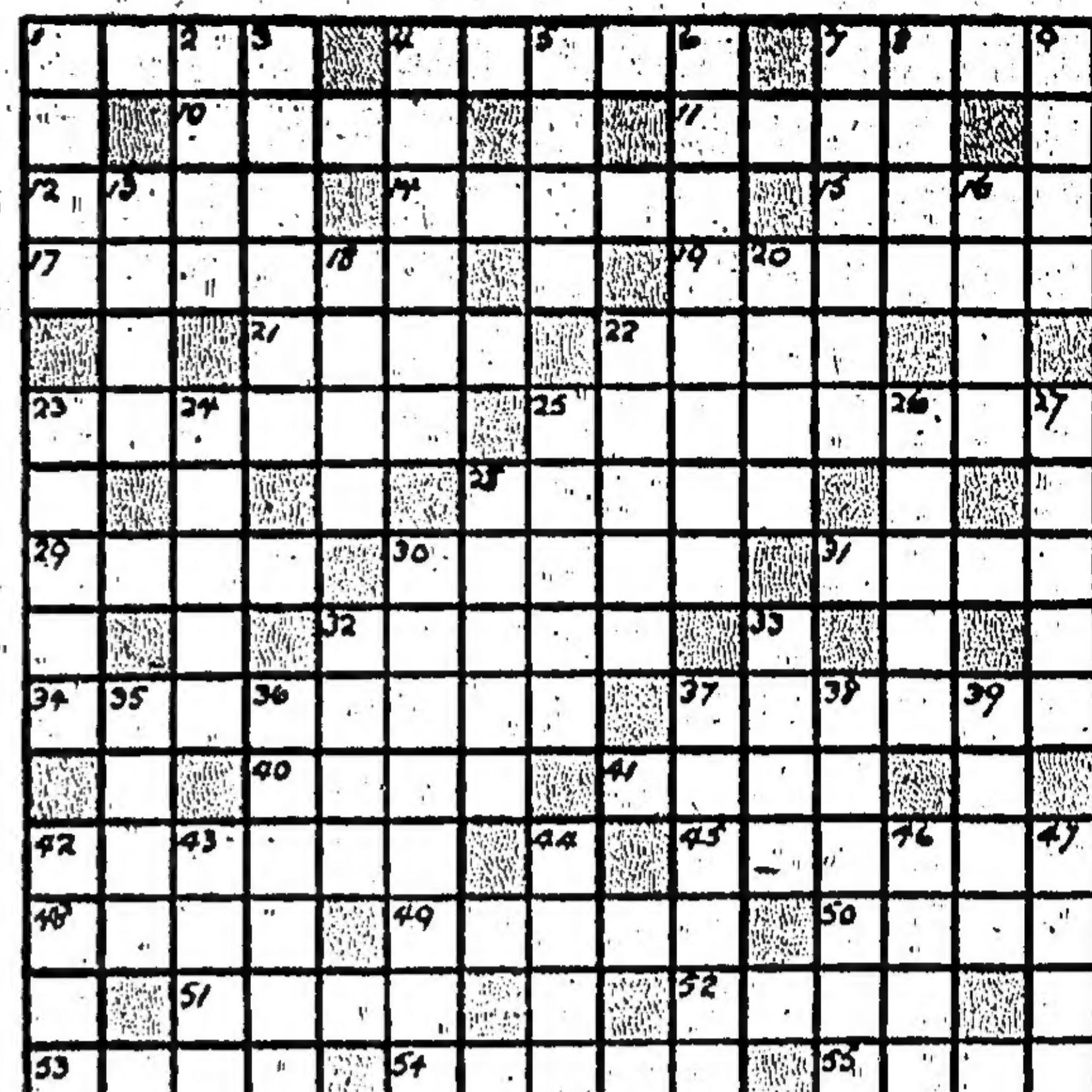
## FRECKLES AND HIS FRIENDS



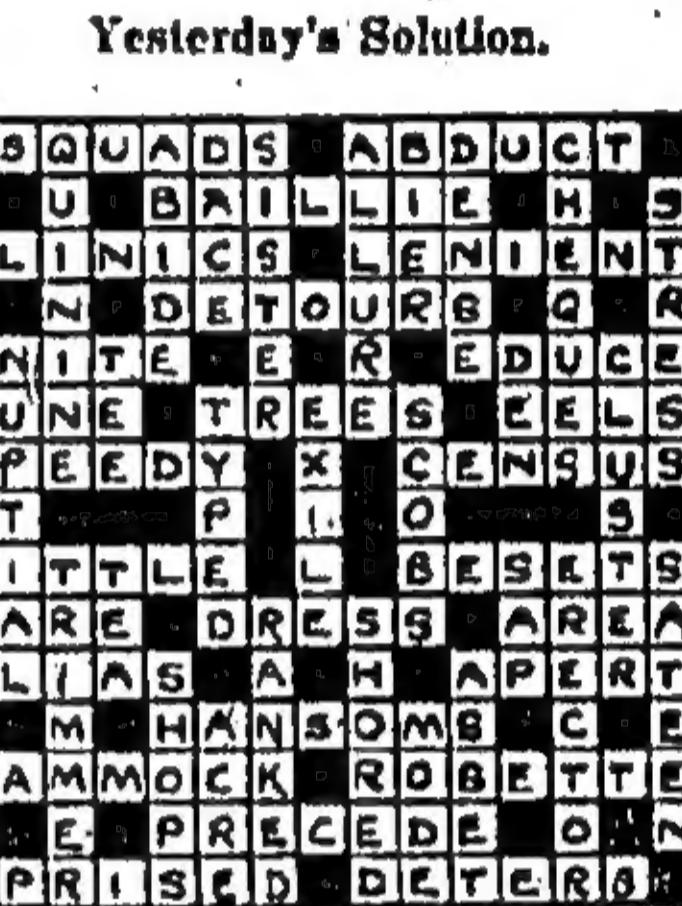
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4. Sweet fluid.  
7. One's individual person.  
10. Dexterous.  
11. Refresh.  
12. Portrait.  
14. Lodge.  
15. Hide.  
17. Courteous.  
18. Urban.  
22. Sloping bank.  
23. Measures of length.  
25. Contrite.  
26. Pertaining to the nose.  
29. Conical lump of sugar.  
30. Marbles.  
31. Towering flight.  
32. Celestial body.  
34. Meddled.  
35. Journals.  
41. Successor.  
42. House for dogs.  
48. Boiled slowly.  
49. Dry.  
50. Decree.  
51. Diminish.  
52. Legal claim.  
53. Make clear.  
55. Hood.



1. Jibe.  
2. Image.  
3. Culminating point.  
4. Scatters.  
5. Crowlike bird.  
6. Fatherly.  
7. Musical composition for seven.  
8. Large jug.

9. Distiny.  
13. Piece of money.  
16. Scanty.  
18. Extremities of the foot.  
20. Stud.  
22. Stupefy.  
23. Small island.  
24. Abyss.  
25. Trimmed by shaving.  
26. Summon forth.  
27. Oil of turpentine.  
28. Nominates.  
30. Weak.  
32. Yield.  
33. Walk.  
35. Assert.  
36. Think deeply.  
37. Instrument for pounding.  
38. Present.  
39. Regretted.  
42. Nine-pin.  
43. Precise.  
44. Prison.  
46. Diminish.  
47. Writing-table.

Yesterday's Solution.

So soothing and grateful to the tenderest skin

**PEERLESS ERASMIC SOAP**

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**FRIGIDAIRE**



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MODELS OF FROM FOUR  
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OVER  
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IN USE THROUGHOUT  
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DODWELL & Co., Ltd.  
Sole Distributors  
HONG KONG & CHINA

The  
Hongkong Telegraph.

SATURDAY, DEC. 21, 1929.

THE COAL MINE  
PROBLEM.

By the narrow margin of eight votes, the Government has managed to secure assent to the second reading of its Coal Mines Bill. An analysis of the vote shows that if all the Liberals actually in the House on Thursday night had voted against the measure, the Government would have been defeated by one vote. Actually, five abstained from voting, whilst two supported the Government. The battle, of course, is not yet completely won, for the Bill has to pass through the Committee Stage, and the Liberals have reserved to themselves freedom to deal with its "vicious provisions" when the measure is dealt with clause by clause. However, inasmuch as the Premier has declared that the Bill is pre-eminently one for Committee discussion, and negotiations are being resumed between the Government and the various interests and parties with a view to an exhaustive examination of its provisions, it may reasonably be expected that the enactment will be eventually passed into law, even if some of its more controversial aspects are modified.

When we come to analyse the Bill, we cannot see much justification for the severe strictures passed on the measure by Mr. Lloyd George. Indeed, seeing that he approved of the proposed reduction of hours and the establishment of a National Wage Board, we are somewhat surprised that the bulk of his Party joined the Conservatives in opposing the whole measure, especially since the latter Party is known to object to both the provisions mentioned. Seemingly, the Liberal leader regards the rights conferred to proprietary interests by the scheme which seeks to regulate the production, supply and sale of coal. He made much of the fact that the Bill, when it becomes law, will increase the price of coal, but we cannot see how the industry can be made to pay or the miners be adequately remunerated without an advance in the price of the commodity. Even the reduction of working hours, of which Mr. Lloyd George approves, must add to the cost of production. We have it on the word of the Prime Minister that coal has been sold at levels which do not permit of the decent organisation of the

industry, or of the payment of decent wages to the miners. Another criticism uttered by Mr. Lloyd George was that there should be some scheme of grouping of the mines, but here, again, the Government were able to show that power is given in the Bill for the appointment of Commissioners to draw up amalgamation schemes. In fact, the more the measure is studied, the plainer does it become that the Government has made a serious attempt to deal with the whole problem in all its aspects, complex and difficult as it is. So far as the owners are concerned, they have very little right to complain, since they have offered no assistance to the Government in its efforts to work out plans acceptable to all interests.

Cheap coal is admittedly desirable, always provided that the price is such as to be economically reasonable. But the tragedy of the industry is that in the cut-throat competition at home not only the owners but the miners as well have had to suffer. Obviously if the industry is to be kept alive, it must be put on a paying basis, and it seems inevitable that prices must rise. The Baldwin Government in no sense solved the problem by increasing the workers' hours; in fact, it only aggravated the situation by that act. No-one who knows the conditions under which these men work in the bowels of the earth will assert that seven and a half hours is too short a working day. By restoring the hours to that limit, the Government has done much to avert a real crisis in the mines. And that is by no means the least important of the results which will accrue from the measure which it has brought forward.

## Government Rent Policy.

The Government's clear refusal to interfere in any way between landlord and tenant in the matter of rent will be accorded the warm endorsement of the vast majority of thinking people. The decision, in fact, conforms entirely with expectations, even those of the questioner, Sir Henry Pollock, whose fourth alternative was obviously designed to remove the possible implication that the hon. member's question was submitted for some purpose other than that of obtaining a statement of the Government's policy. Certainly, we are confident Sir Henry had no intention of associating himself with that section of the public which has been agitating for rent restriction legislation, a Fair Rents Board, or variation of the legal requirements of a notice to quit. The Government propose to leave the rent problem, if such exists, to the action of economic laws and to the terms of the contracts entered into between the parties to a tenancy, emphasising the firmness of their attitude by the brevity of answers.

As a matter of fact, those who have complained of high rents have failed to make out a case, despite the voluminous propaganda of the past few weeks. There is evidence, perhaps, of the existence of so-called rapacious landlords in certain districts, but isolated cases do not prove a rule, and there is reason to believe that the general tendency of rents is down instead of up. In certain business districts, we are told, the tendency is in the other direction, but we imagine, an investigation would reveal that higher rents are the result, inevitably, of the law of supply and demand. If business men will crowd into one quarter, the landlord naturally takes advantage of the situation. He would be regarded as a fool if he did not. When would-be tenants begin to outbid one another, he cannot help himself. That seems to be the position. Latterly, with business depression affecting all and sundry, the "highest bidders" have begun to feel the pinch, and have looked round for the cause and a solution of their difficulties. At first, the fault rested with the high premium on the dollar note, and the matter was satisfactorily (?) adjusted. Now, apparently, the trouble is found to be centred in heavy overhead charges. It would of course be absurd to argue that reduction would not help matters. It would, but neither a Fair Rents Board, nor any other kind of Government intervention in the rent question would assist in improving the Colony's trade, in removing the stagnation which is the root cause of the complaint.

After spending 20 years as a laundryman at Medicine Hat, Alberta, Canada, Ma Goon-ying, alias Ma Chan, alias Ma (or Mah) Tai, died when returning to China on October 4, this year, on board the *s.s. Empress of Asia*. He left estate in Hongkong worth \$4,400, in respect of which letters of administration have been granted to the widow, Ma Yun-shi, temporarily living at No. 38, Bonham Strand East. The only other survivor is a son, Ma Kwok-hong, aged 24. Deceased was a native of Ku Hong village, Tai Shan District, Kwangtung, and left for Canada in 1909.

## DAY BY DAY.

A WOMAN WOULD SOONER BE WEARIED WITH A MAN'S VIEWS THAN BORED BY HIS LACK OF IDEAS.  
—E. F. Parr.

The name of Mr. L. E. C. David has been added to the list of authorised architects.

His Excellency the Governor has appointed Mr. T. S. Whyte-Smith to act as Police Magistrate, Kowloon.

Tenders are being invited for the construction of a reinforced concrete ferry pier near Wilmer Street.

His Excellency the Governor has appointed Mr. W. Schofield to be an Assistant Superintendent of Imports and Exports.

It is notified that the name of the New Territories Building & Agricultural Development Company, Limited, has been struck off the Register.

His Excellency the Governor has appointed Dr. D. K. Kumaramony Pillai to be a member of the Midwives Board, vice Dr. R. E. Tottenham, resigned.

The King's executive empowering Mr. John Theophilus Bagram to act as Honorary Consul-General for Siam at Hongkong, has received His Majesty's signature.

It is officially announced that H. M. S. *Vindictive* will leave England about the end of February, with relief crews for the Yangtze gunboats, the Tamar, Petersfield and Iroquois.

Residents will be interested to hear that the Clover Flower Shop is now able to offer special home-made marmalade, whilst turnips grown in an English garden, without manure, may be ordered as per sample to be seen in the shop.

The following boys, students at the High School, of Charleston, South Carolina, U.S.A. wish to correspond with students in China—St. Julien Melechey, 59, Chapel St. Charleston; Barney Linehouse, 236, Metting St. Charleston.

The names of Mr. Donald Black, Member of the Society of Accountants (Edinburgh), and Mr. Ernest Albert Henry Udy, Member of the Federal Institute of Accountants (Melbourne), have been added to the list of authorised auditors.

The licence fees, in respect of motor buses are to be revised from January 1st. Buses not exceeding 40 cwt., unladen, will pay \$120 per annum, whilst buses above that weight will pay \$240. In addition, there will be a further \$10 in respect of each seat for passengers.

The following tenders have been accepted by the Government:—Mr. Wong Yung-yau, \$455 for the purchase of condemned storks (old cables) lying at Taihoo Dockyard, and Messrs. L. Charles & Co., for the purchase of pine trees, brushwood and prunings from trees during the year 1930.

The following new regulation has been made under the Ferries Ordinance:—19A. No person shall use or attempt to use for the purpose of travelling on any ferry vessel any season ticket not originally issued to him or not intended, according to its terms of issue, to be available for his use for such purpose.

The offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Christmas Vacation, except on public and general Holidays, when the offices will be entirely closed, and on Saturday, when they will be open from 10 a.m. to noon. The Christmas Vacation begins on the 24th day of December, 1929, and ends on the 1st day of January, 1930, (both days inclusive).

Nine petticoats on one small girl is the record by Vilma Banky, in the opening sequences of "This Is Heaven", her newest starring picture for Samuel Goldwyn, which comes to the Queen's Theatre on Wednesday. In this picture, Miss Banky plays the role of a Hungarian immigrant girl seeking her fortune in the United States, and wearing her native peasant costume when she first arrives in New York.

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## DIPLOMATS &amp; JOURNISTS.

Behind-the-Curtain Scenes.

It was Geneva which started it, but the game soon spread to other European capitals. There are scores of more or less ingenious definitions of the different nationalities. I remember a few of them. Thus:

One Swiss—a pastry shop.  
Two Swiss—an inn.  
Three Swiss—a grand hotel.

Of the English it was remarked:

One Englishman—a sportsman.  
Two Englishmen—a club.  
Three Englishmen—a gr at empire.

It was before the days of Philip Snowden; otherwise the Scots would not be described as follows:

One Scotsman—a savings bank.  
Two Scotsmen—a game of golf.  
Three Scotsmen—the British Government.

Of the composite republic of Czechoslovakia, which nevertheless has grown, by excellent political direction, homogeneous, it was facetiously alleged:

One Czech—a Moravian.  
Two Czechs—a Slovak and a Magyar.

Three Czechs—a Ruthenian, a Pole, and an Austrian.

The Russians were, perhaps, treated a little unkindly,

One Russia—a genius.  
Two Russians—a soviet.  
Three Russians—anarchy.

Since Geneva is unusually animated and serious during the League Assemblies, it doubtless seems to be duller by contrast in the intervals of the League Assemblies. This kind of amusement is then permissible. Another recreation that might be recommended is the counting of the number of times, the peak of Mont Blanc has fallen off. But perhaps that is beyond computation. Certainly I have read many messages announcing the sudden disappearance of the famous summit. Nearly always, the occasion is seized to explain that Mont Blanc is in France and not in Switzerland.

Sometimes even conferences at Geneva or elsewhere, become dull. It is considered necessary to work up dramatic interest in the proceedings. That dramatic interest is often overdone. Once there was an especially dull disarmament conference, but it was represented as desperately bitter. At last a correspondent received from his editor a telegram couched in these terms: "Remember, you are reporting a peace conference, not a war."

On the whole, newspaper men have a proper sense of their responsibility, and it is relatively rare that accounts of international affairs are seriously inaccurate. But while open diplomacy may generally work out well, it is to be doubted whether it is always advisable to thrash out questions in public. Joseph Bartholemey, a distinguished law professor, recently wrote: "Diplomatic conferences are principally characterized by the fact that they are not attended by diplomats. Or, if there are diplomats, they are in the category of persons who are not photographed—attaches, secretaries, experts. Yet it used to be convenient for the governments to have at their disposition diplomats who tested the ground and who were disengaged if they made a false move."

The inconvenience of ministers meeting in public in that anything they say is definitive." Certainly a good deal of spade work should be performed as quietly as possible. It may be injudicious for statesmen to live in the international limelight. But if there are spectacular meetings of ministers, and the press of the world is invited to watch their movements, the ministers have no right to complain that the reporters do not invariably demonstrate their efficiency. If disclosures upset the plans of the politicians, the initial mistake is in seeking publicity for proceedings that would have been better conducted in private.

In certain smaller countries of eastern Europe the press would do well to reorganize itself. There are correspondents who have to eke out a living on "space" rates. If their paragraphs are accepted, they receive a fee. If they are thrown into the wastepaper basket then the correspondent goes unrewarded. Thus, there is encouraged a tendency to exaggerate. Still, most of the news which comes from these sources is innocuous enough. Its defect is that it does not interpret the

life of the nations; it is altogether trivial. Nevertheless I prefer harmless nonsense to the exalted ideas of their own importance that journalists who move in diplomatic circles sometimes develop. There was one of them whom I never met without having to listen to his account of his latest successful attempt to save Europe. Conference were on the point of breaking up, but he invariably rushed to the hotel of the most obstinate statesman, dragged him from his bed, and while he shivered in his nightshirt, persuaded him that there was a way out. Then he dashed off to the opposing statesman, who was clad in pyjamas, and recounted his conversation. The next morning nightshirt statesman and pyjamas statesman met each other cordially, and all was well.

Variations on this theme are common. Happily, most journalists laugh at themselves when they realize that they are unduly boastful. There is a good story told by one of my friends whom I will designate as C., about himself and two other friends whom I will designate as F. and D. Now C. was on good terms with Venizelos. D. had been well acquainted with the Russian statesman, Witte. F. was accustomed to send private correspondence to President Wilson. G. called on D., found him still in bed. The morning newspaper was unfolded on the bed, and G. began to read it aloud to D. When he came to the Russian news, D. sprang up in bed and exclaimed: "There! That is exactly what I warned Witte would happen. Had my advice been taken . . . .

G. chuckled over D's vanity, took leave of him. In the street he met F., who was also paying a visit to D. "Have you seen the morning paper?" cried F. excitedly: "Wilson has issued a manifesto which is word for word as I suggested it to him."

G. went on his way in high glee. On the Boulevard he joined his wife, and laughed uproariously with her over the pretensions of his colleagues.

They sat on a cafe terrace. The newsboys were crying the afternoon papers. G. bought one, "Good gracious!" he shouted: "Look at this! Venizelos has at last followed my counsels."

And you wanted me to share your merriment about D. and F., said his wife reproachfully.

It was one of this trio who, attending with me a dinner given by the Ambassador, Myron T. Herrick, was called upon to make a speech. In the course of his remarks, seeking an oratorical effect, he asked rhetorically: "And what did Land-

(Continued on Page 10.)

## WHO WAS . . . .

## ST. PATRICK?

In Christian art, St. Patrick is usually represented in the act of banishing serpents, and holding a shamrock leaf in his hand. The explanation of this is probably that by his preaching of the Gospel he put an end to the serpent worship which was widespread in Ireland before his time. The shamrock is the symbol which he used to explain the meaning of the Blessed Trinity, the Three in One, to his simple countrymen.

Although his life is so closely associated with Ireland, by birth, he was the son of a Roman official at Dumbarton, in Scotland. In boyhood he was taken captive by hostile Picts and sold as a slave to an Irish lord. He grew up speaking the Irish language, but disliking the Irish people, and at the age of twenty two he escaped, and fled to France, where he studied for the church and was ordained a priest.

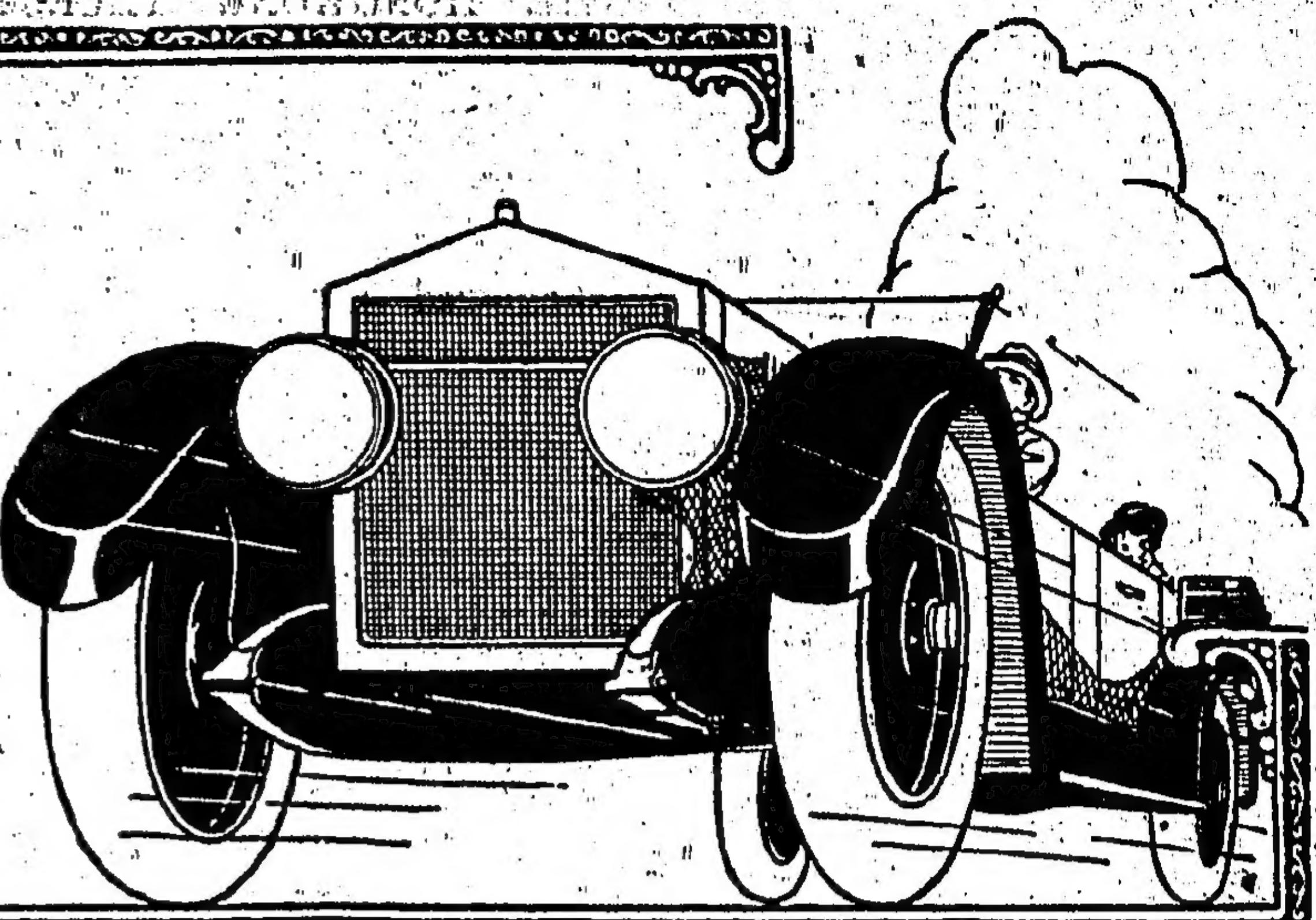
Feeling a call to convert the pagan Irish he returned to the green isle of his unhappy youth and began his mission. His fervour and enthusiasm were successful in converting first Ulster, and then the rest of Ireland. Many churches and abbeys, and the cathedral of Armagh, were built during his lifetime.

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# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH

SATURDAY, 21st DECEMBER, 1929.  
Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.



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suitable for all motorcars, cycles  
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ALL AT ATTRACTIVE PRICES  
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### FEMININE TOUCH.

Women Artists for Car  
Colour Schemes.

### "STYLE COMMITTEE."

The feminine influence, ever a factor in the purchase of a motor car, has become so strong in recent years that some of the more prominent among motor manufacturers are now retaining the services of feminine artists and designers to assist in specifying colours, finish and appointments. Conspicuous in this trend toward utilizing the "feminine touch" is Studebaker whose engineering advisory staff now includes a style committee made up of six women whose word in art is accepted as authority.

This unique committee includes: Helen Dryden, Mrs. Lee Simonson, Marjorie Oelrichs, Neysa McMein, Rose O'Neill and Marion C. Taylor, women whose talents for true harmony in colours, in textures, in lines, curves and planes are world recognized.

Helen Dryden is the highest paid woman artist in America. First to originate decorative magazine covers, she is considered a pioneer in modern art. She is also a successful interior decorator and designer of stage costumes. Mrs. Simonson, noted artist and decorator, enjoys an unique position as an arbiter of good taste, sharing the genius of her husband who is a director of New York's famous Theatre Guild. Marjorie Oelrichs was one of the first society women to enter business. She runs a fashionable interior decorating shop on Madison Avenue, New York, besides enjoying a national reputation for her paintings and sketches. Neysa McMein is a sought-after magazine cover designer. She does covers for various popular American magazines. Her work has been exhibited at the National Academy of Design, New York. Few American women have achieved more widespread artistic success than Rose O'Neill. She is also an author. Marion Taylor, formerly merchandise editor for *Vogue*, *Vanity Fair* and *House and Garden*, is a style counsellor for a number of large concerns. She is considered an outstanding authority on fashions in America and Europe.

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### MOTOR CYCLISTS PLAY SOCCER.



Spills and thrills featured the Five-a-Side soccer football match played by competitors in the annual gymkhana held recently at the Canidrome, Shanghai. The above photo was taken during one of the most exciting periods of the match.

## SERVICE —REAL SERVICE!

Latest Machinery  
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THE PEAK PEAK GARAGE P.208

### CURRENT COMMENT



#### Kowloon Parking.

The somewhat extraordinary announcement made at the December meeting of the Kowloon Residents' Association, to the effect that "the authorities propose to discontinue the parking of unattended private cars at the Ferry Approach," must have been received with the greatest consternation by Kowloon motorists. It is surely inconceivable that private cars shall be denied parking space unless an attendant remains seated in the vehicle! It must be remembered that many Kowloon motorists find a motor vehicle a necessity for daily transportation to the ferry, and it is surely absurd to suggest that they shall be forbidden to park in the vicinity of the Ferry, unless they employ an attendant to watch the car while they are engaged in their daily work. The suggestion is so unreasonable that there must surely be a misunderstanding somewhere.

It is only recently that the Government announced the probability of a residential district being opened up by the proposed Sai Kung Road, and should such be the case, it is quite obvious that the majority of people taking up residence so far away, would use motor vehicles for daily transportation.

To suggest that they be saddled with additional expense in providing attendants is merely to stifle any scheme which aims at opening up new districts some miles away.

#### TRUCKS MAKE BIG GAIN.

Truck registrations in the United States in July reached a total of 37,946, a gain of more than 81 per cent. over the 31,853 units registered during the same month of 1928. Registration for the first seven months of 1929 totals 320,890 units.

#### DELUSED.



WHAT MAKES YOU  
THINK JERRY IS  
SUCH A MARVELOUS  
HUSBAND?

WHY—HE THINKS  
HIS WIFE IS A  
GOOD DRIVER!

DOROTHY  
GRIER.

must be made for the large volume of traffic daily arriving and departing from it. Not only must ample room be provided for private vehicles, but a modern system of traffic control embracing public vehicle stopping places should be inaugurated immediately, even if it means using the axe on the seemingly extravagant Nathan Road scheme. As we have so frequently emphasised, the Government appears to be in need of "sloganiastic" reminders "First things First."

#### Touring in Germany.

In order to meet the demands of motorists who wish to visit Germany, the Automobile Association has issued an up-to-date booklet telling the motorists what he should know about German Regulations and Taxes, and giving a list of hotels and garages in Germany appointed by the A.A.

To enable prospective tourists to work out their expenses in advance, the charges at hotels are quoted.

#### Cooling Oil.

Motor engineers have concentrated lately on getting the maximum efficiency from lubricating oil and to this end have designed cooling systems through which the oil is drawn.

Oil does not lose its heat easily and racing cars are equipped with oil radiators, which also are to be found on some stock model cars.

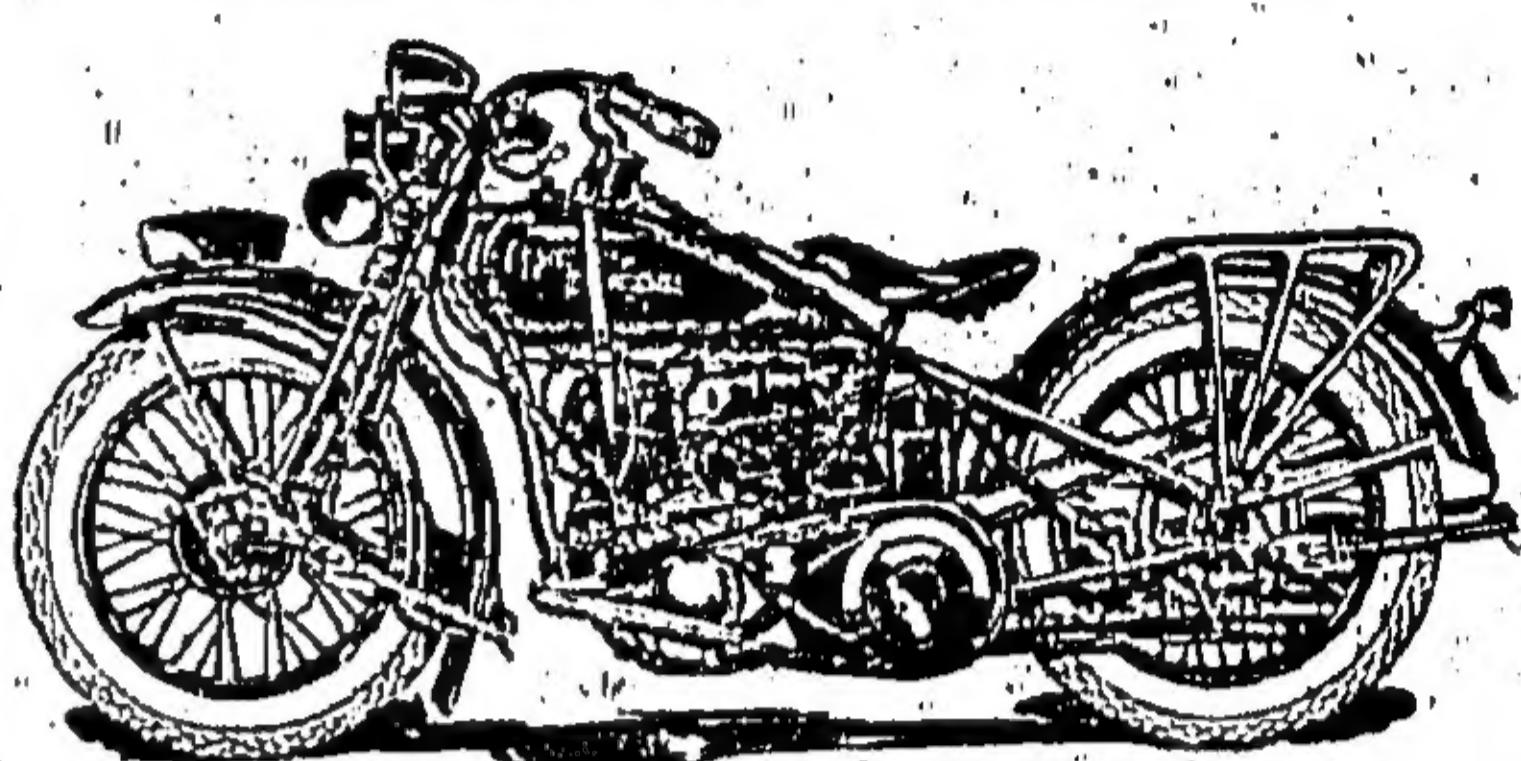
The cooling of the lubricant in the British seaplanes used in the Schneider Cup races was a problem that was solved in various ways. The supermarine seaplane pumps the oil from the engine into the hollow pin at the tail, where it is sprayed against the thin metal sides to reduce its temperature.

According to the Shell Company, the petrol consumption of the Schneider Trophy planes was two gallons per minute, while the heat units absorbed by the lubricating oil would, if translated into terms of power, exceed the highest power of any car on the road to-day.

#### REPLACES CLUTCH.

A. M. Kamper of Leongatha, Victoria, Australia, has patented an invention that is said to eliminate the ordinary clutch in automobile. The invention will permit a change in speed by movement of a lever. A company is being formed to market the invention.

## A Christmas Gift That Gives Pleasure!



## THE WONDERFUL 1930 "HARLEY"

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## ROAD SCHEMES AT HOME.

## Possible Motor Taxation Foreseen.

When Mr. J. H. Thomas rose recently in the House of Commons to make his eagerly awaited statement regarding plans for unemployment relief, motorists expected that he would have something very interesting to say regarding road development schemes. As a matter of fact, the Lord Privy Seal was somewhat disappointing in this respect, for he could do no more than say that within the next five years the Government, with the assistance of the Road Fund, proposed to expend £27,500,000. This sum was to be allocated at to £9,500,000 to the trunk roads, the balance of £28,000,000 going to finance

schemes in connexion with classified roads generally.

It is, of course, true to say that a total of between £27,000,000 and £38,000,000 represents a great deal of money, but, on the other hand, when we remember that the Road Fund received annually, even at its present rate of revenue, well over £20,000,000 a year, it is only reasonable to think that a larger proportion than £27,500,000, that will flow into the Road Fund coffers within the next five years might have been earmarked by Mr. Thomas.

Doubtless, the sum he refers to as having been allocated to trunk

roads and classified roads do not represent the total expenditure that is contemplated from the Road Fund in the next quinquennial period; for example, quite an appreciable amount will certainly be spent on unclassified roads, and it is probable that the Lord Privy Seal's statement referred very largely to work in addition to the normal annual road improvement and development that have been going on for many years past. Statements of this kind are almost bound to be rather vague, if only because their details at the outset have not been definitely determined. When all this is borne in mind, however, a feeling of disappointment remains that more has not been definitely promised by a Minister who certainly has the cause of the unemployed very near his heart.

It will be recollect that before the General Election there was a somewhat acrimonious discussion as to the possibility and as to

the wisdom of raising a long-period loan of anything up to £200,000,000 for the speeding-up of a gigantic road programme. The Government of the day were apparently opposed to the suggestion, whereas, on the other hand, the Labour Party, then in opposition, were quite ready to consider it favourably. That being so, it is rather curious to find that Mr. Thomas, who seems to have had a very free hand in deciding upon the avenues he shall explore, has not only thrown overboard the idea of a loan, but has not even pledged the road revenue resources in sight to the extent of four-elevenths of the amount that will accrue, without loans or extra taxation, during the next five years.

One of the arguments that was advanced against the raising of a big loan and the spending of a very much increased sum of money annually on the roads was that it would be practically impossible to have the work carried out economically and efficiently on the scale and at the rates suggested, and it is, of course, possible that Mr. Thomas, with the inside knowledge that he now possesses, may have come to the conclusion that there is more than a little to be said for the views expressed by the critics of the original scheme.

Far be it from us to advocate waste of money which is drawn directly from the pockets of motor vehicle users. Upon the whole, it will be better to await developments, and examine carefully the considerations which have led the Lord Privy Seal to embark upon what at first sight seems a somewhat timid programme in the sphere with which motorists rightly consider themselves to be most closely associated.

Another point in Mr. Thomas's speech which will have received attention from the motoring community has to do with the present basis of motor taxation in this country. It is not too much to say that nobody—not even the Lord Privy Seal himself—knows precisely what are the intentions of the Ministry regarding the horse-power tax on private cars.

It is claimed by several prominent British car makers that the tax of £1 per horse-power represents an almost insuperable barrier in the development of overseas trade. On the other hand, it is argued that a healthy home market is essential as a starting ground for the export of British cars, and that the horsepower tax represents the best form of protection possible against an invasion on a very big scale of cheap American cars with large engines.

The protagonists of both views are sincere in the opinions they express, and it is at least satisfactory to find that Mr. Thomas, to whom the expansion of our overseas markets is a matter of vital importance, is giving very serious consideration to the possibility of modifying our existing taxation basis. Past experience has shown convincingly that it is most undesirable to tamper with motor taxation without first securing a complete grasp of the many problems involved.

We may be fairly confident that before the Lord Privy Seal advocates a change he will have satisfied himself that there is no likelihood of the alteration injuring our home market and thereby increasing rather than reducing the acuteness of the unemployment problem he has been appointed to solve.

## TWO MILLION TREES.

Dunlop Enterprise in Malaya.

## TEMPLES FOR NATIVES.

Two million young rubber trees are now being planted in the Dunlop plantations, Malaya, section by section as the heavy tropical jungle is cleared and its soil prepared over an area of sixteen square miles.

In ten years' time it is expected that the new trees will yield an annual crop of 5,000 tons of rubber. At present 8,500 tons of rubber a year is being tapped from four million trees.

Every other day a very thin strip of bark is cut from each tree and the fluid rubber drips into the cup below. As each cup receives, on the average only half an ounce of dry rubber daily, between six and seven hundred million cupfuls of it have to be collected in the course of twelve months.

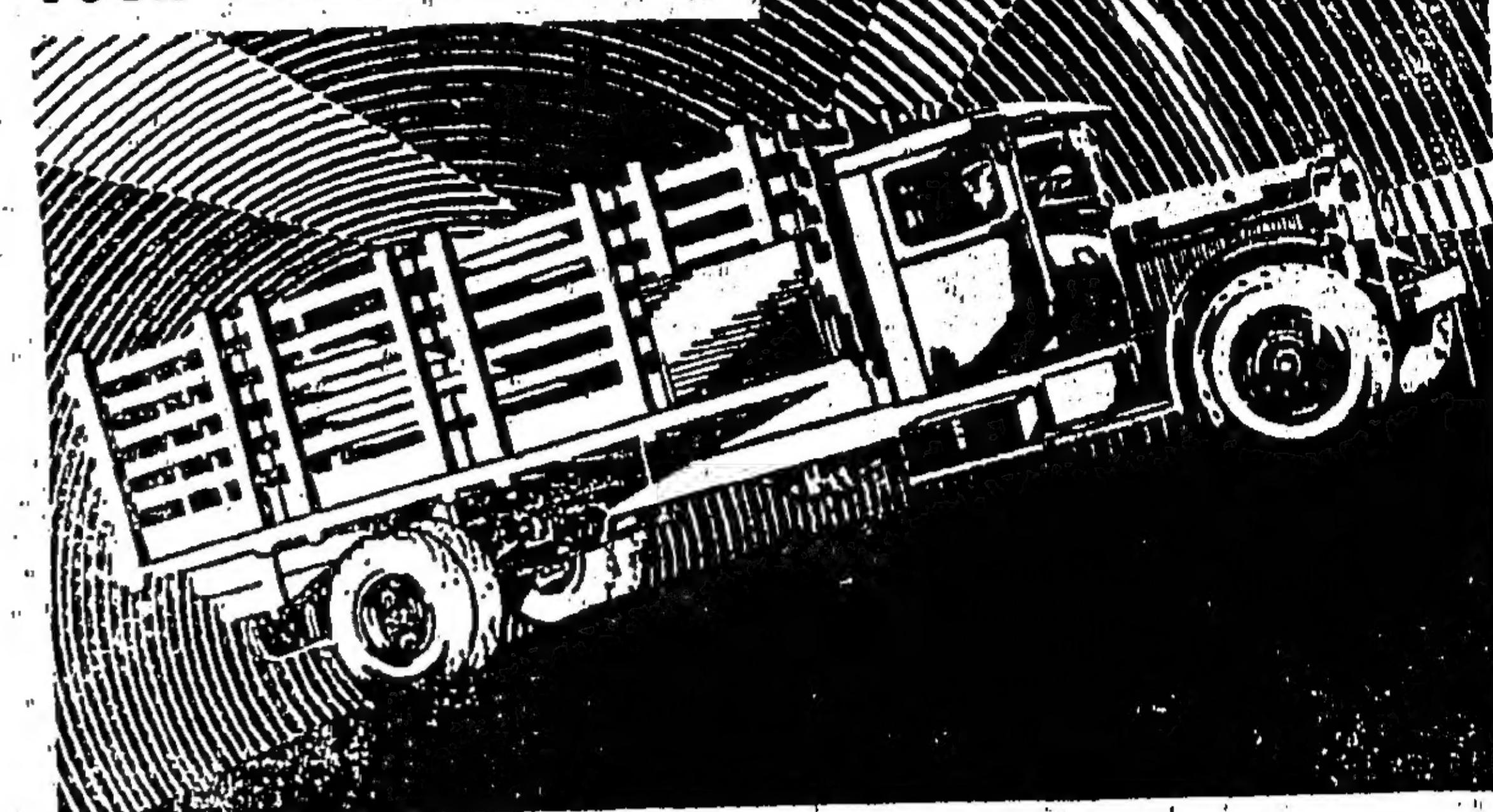
One third of the native workers are Chinamen but the bulk of them are Tamil specially recruited from the South of India.

Temples for their worship are built by the Dunlop organisation which also provides houses and hospitals for them, schools for their children, and rice at cost price.

Golf courses have been laid down for the European staff whose Rugby team is making a bid for the championship of Malaya.

Early next year the dense jungle is to be cleared over a further sixteen miles of the Dunlop territory which is more than 125 miles in extent.

## LET'S GET TOGETHER AND ANALYSE YOUR HAULAGE COSTS



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There IS such a thing as moving merchandise at a cost that carries no worry. It has been done in your business. If we can't show you how it is done, you lose nothing but your time. You may save up to half of your costs. Let's talk it over.

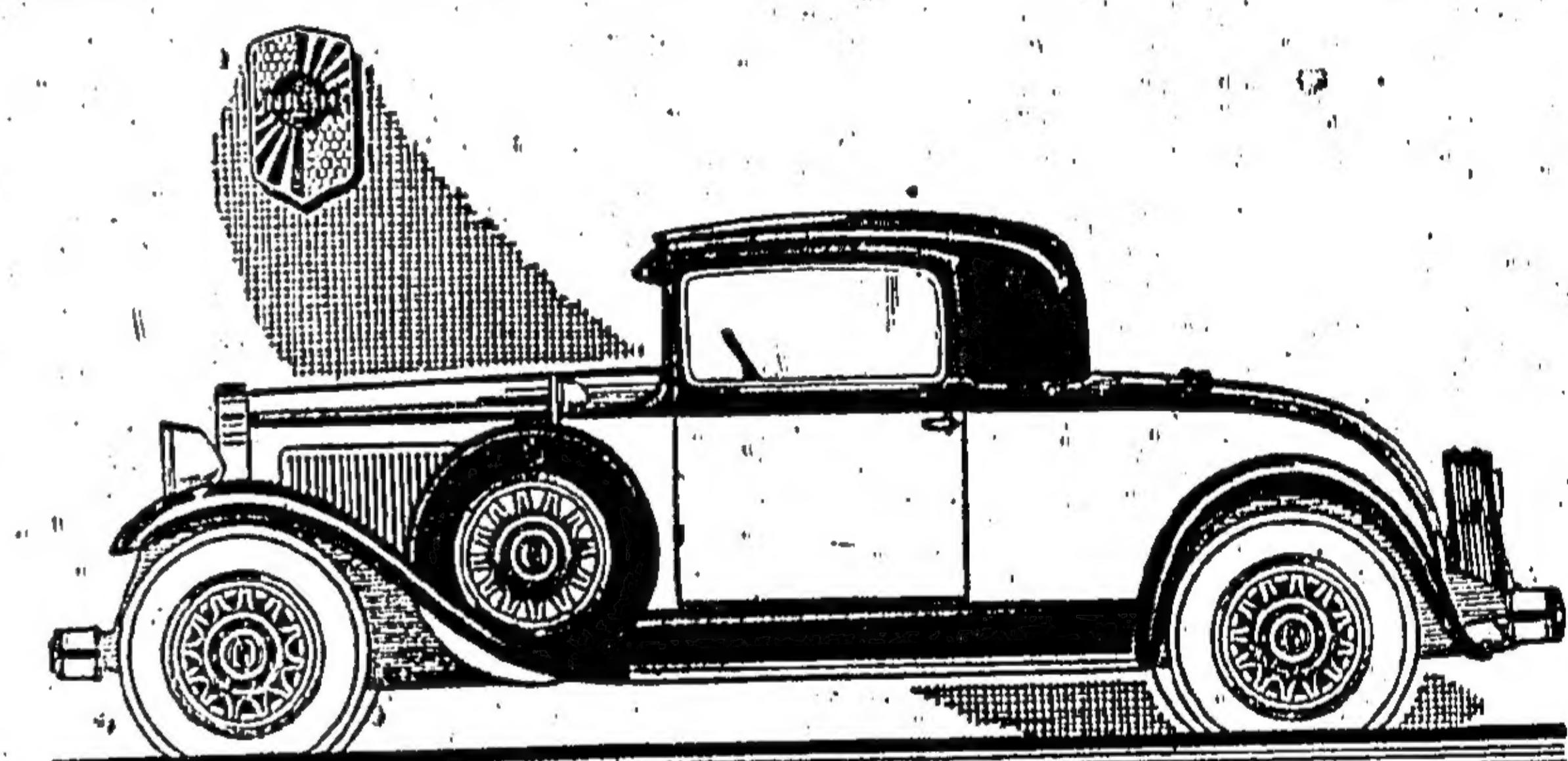
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Nash engineering has given the "400" a performance on a parity with its beauty. The Nash Twin Ignition engine adds power, new smoothness, and gives more miles-per-gallon. Centralized chassis lubrication sends oil to all vital chassis points at a touch. Outboard mounted hydraulic shock absorbers smooth every road. A new steering mechanism ensures the world's easiest driving control.

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G\$2,195 to G\$2,800

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# Hongkong Telegraph.

## Pictorial Supplement

December, 21st, 1929.

SEND YOUR FRIENDS AT HOME

**CHINA TEA**

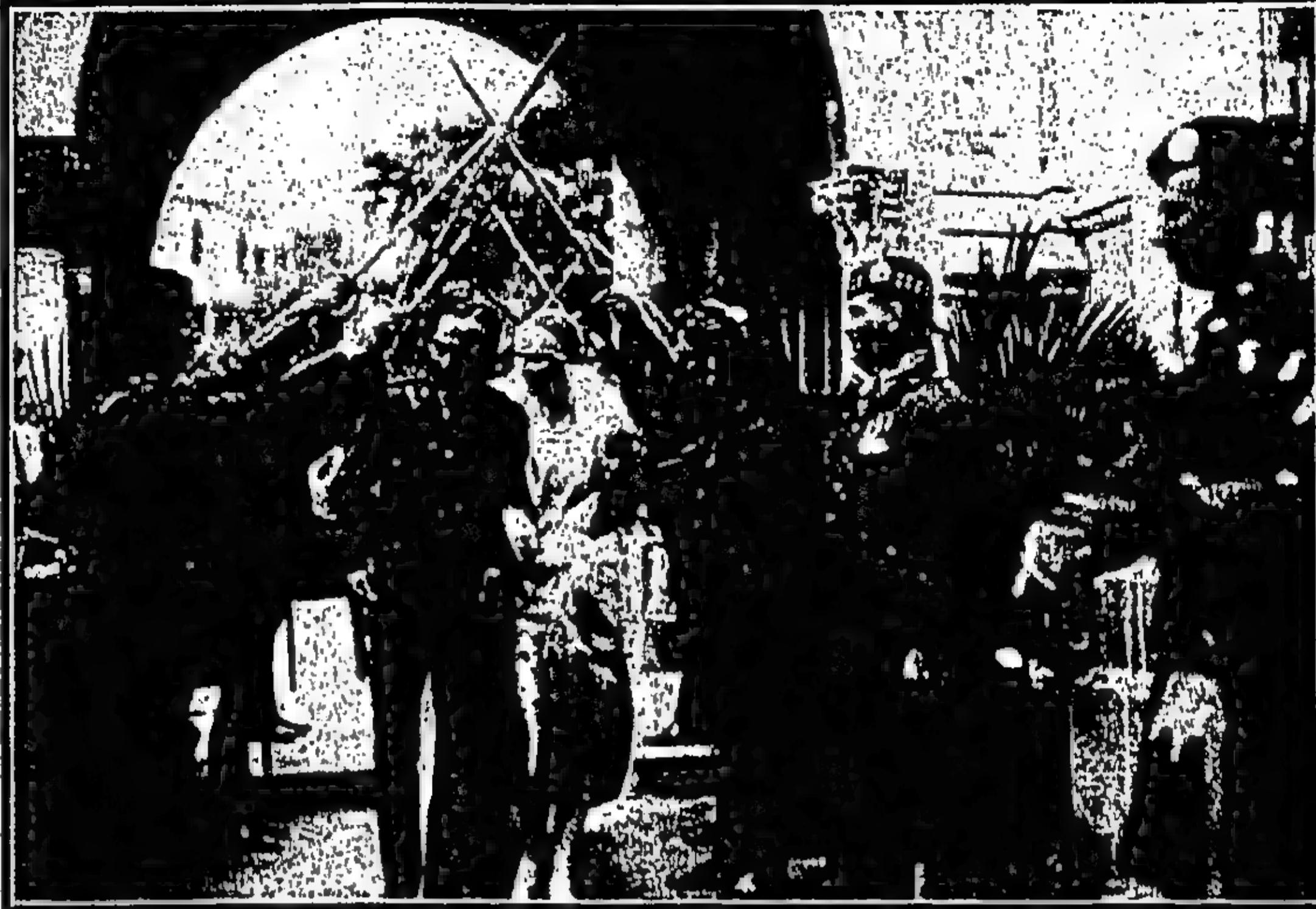
For Christmas

SEE PAGE 4 FOR OUR  
SPECIAL OFFERS

THE CHINA TEA Co.  
David House,  
Hongkong.



Bridal group taken at the wedding last week, at St. Joseph's Church, of Lieut. J. G. Shillington, K.O.S.B., and Miss Hilda May Mahony. (Photo: Mee Cheung).



Lieutenant Shillington and his bride are here seen emerging from St. Joseph's Church, passing under an archway of swords formed by the bridegroom's brother officers. (Photo: Mee Cheung).



Dr. Peitzer, the German Olympic runner with Mr. Tong Chung-man at the China Athletic Stadium at North Point. (Photo: Mee Cheung).



The Civilian and Army football teams which met in the final for the Lai Wah Cup last Saturday. The Army were defeated by four goals to two. (Photo: Mee Cheung).



Mrs. R. M. Dyer presenting the Lai Wah Cup to Hudson, the captain of the Civilian team last Saturday. (Photo: Mee Cheung).



Left, Dr. Peltz throwing the discus; right, the Olympic runner is seen in a training run, just completing the 1,800 metres. The demonstrations were at the North Point Stadium. (Photos: Mee Cheung).



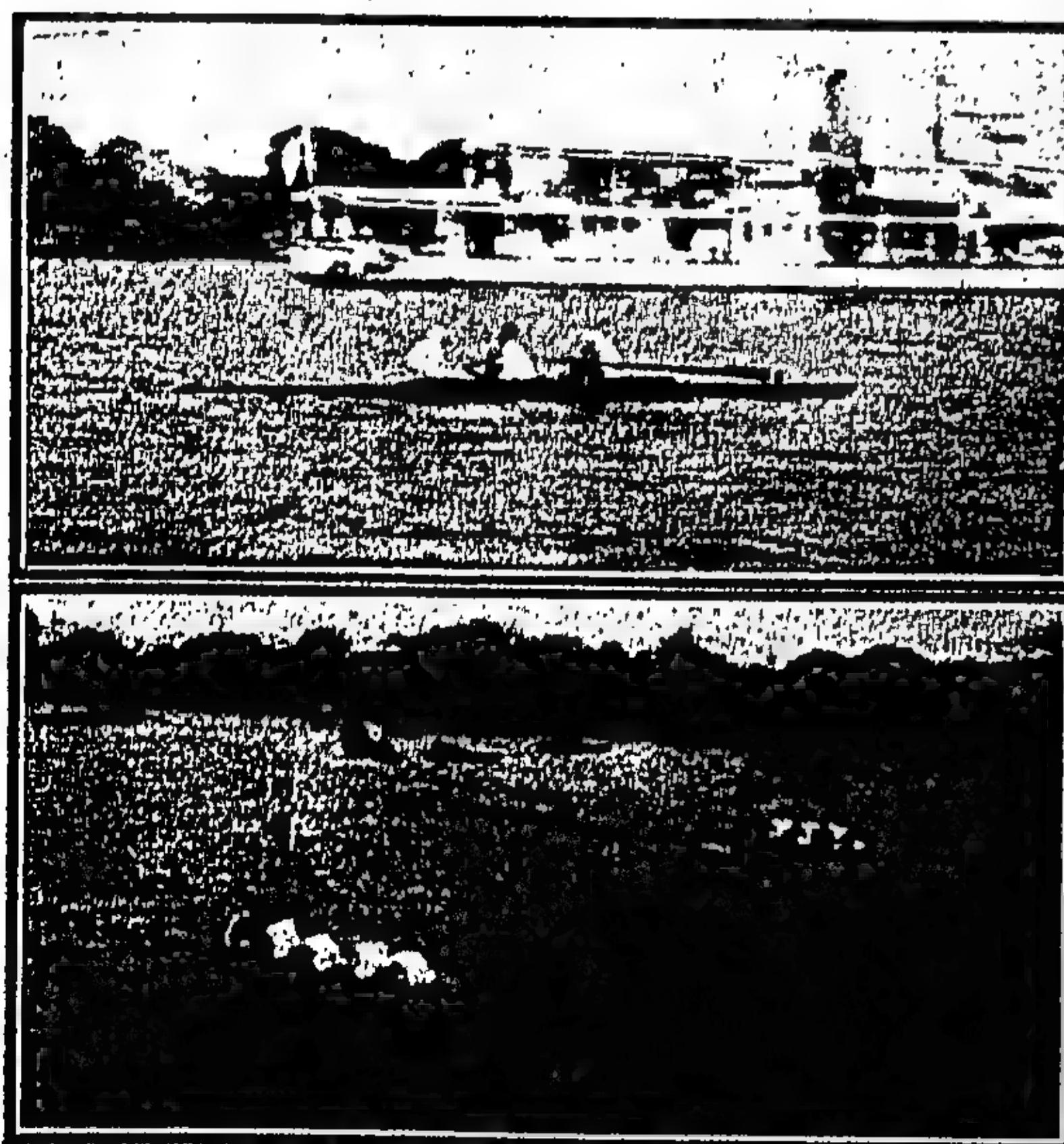
This snapshot shows Mr. R. M. Dyer returning thanks for the bouquet presented to his wife after she had handed the Lai Wah cup to the captain of the Civilian team on Saturday. (Photo: Mee Cheung).



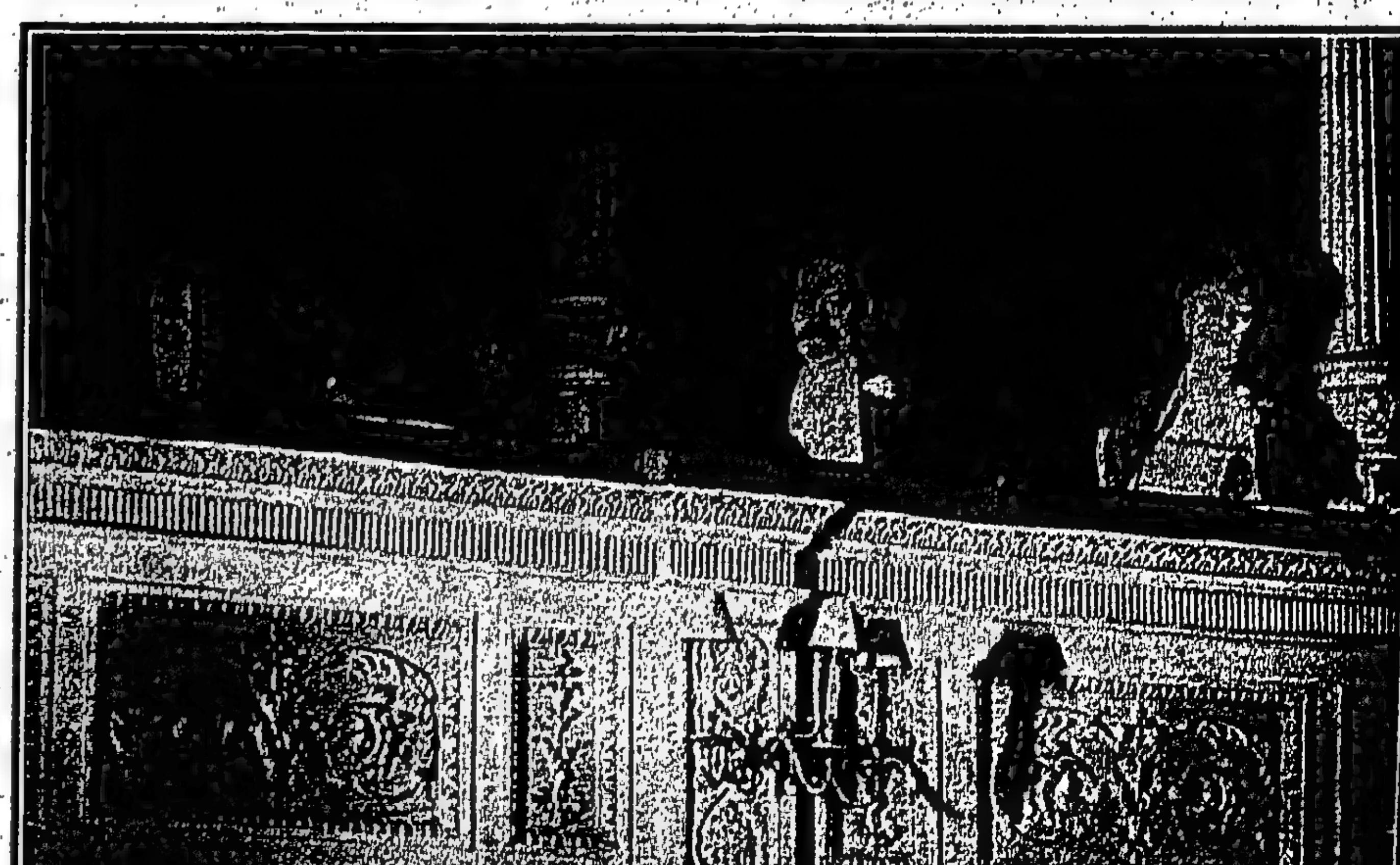
Hedley snapped in a curious attitude when tackling Butcher in the Lai Wah Cup final. (Photo: Mee Cheung).



Members of the field wireless unit (Signal Section) of the Defence Corps in camp at the New Territories. The radio telephone in operation, with a copper rod aerial, can be rigged up in a few minutes.



Snaps of the Interport Regatta at Canton. Top Left: The Canton Junior Pair winning the Otto Challenge Cup; Top Right: the Canton Senior Four at the finish for the Cameron Challenge Cup; Bottom Left: The Canton Senior Four, in foreground, leading from the Hongkong boat; Bottom Right: the Hongkong Junior Four winning the Hongkong Telegraph Cup.

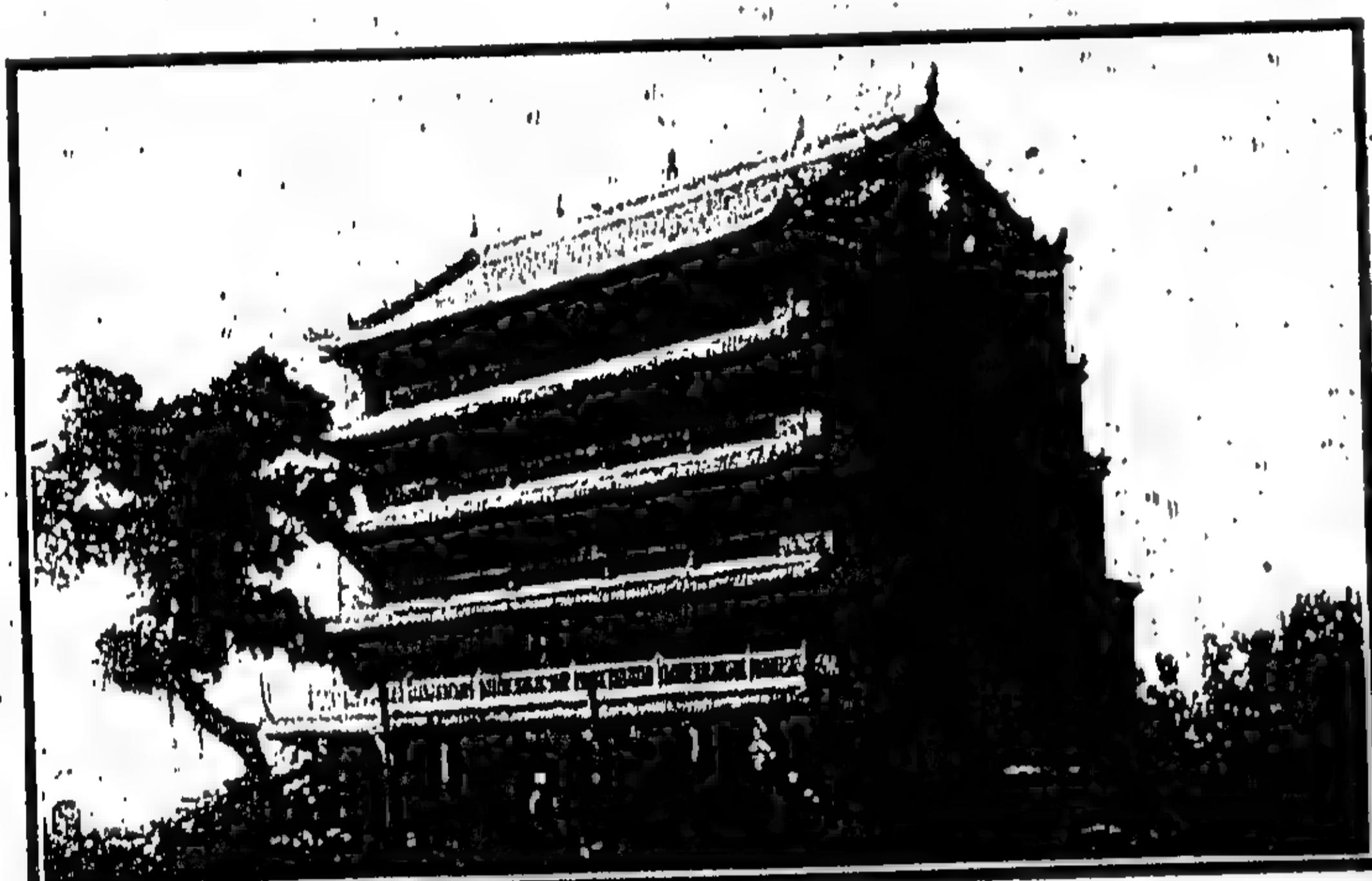


The King and Queen with the Duke and Duchess of York, at the Prince of Wales Theatre, during a performance of R.C. Sheriff's wonderful war play, "Journey's End". (Photo: Central News).

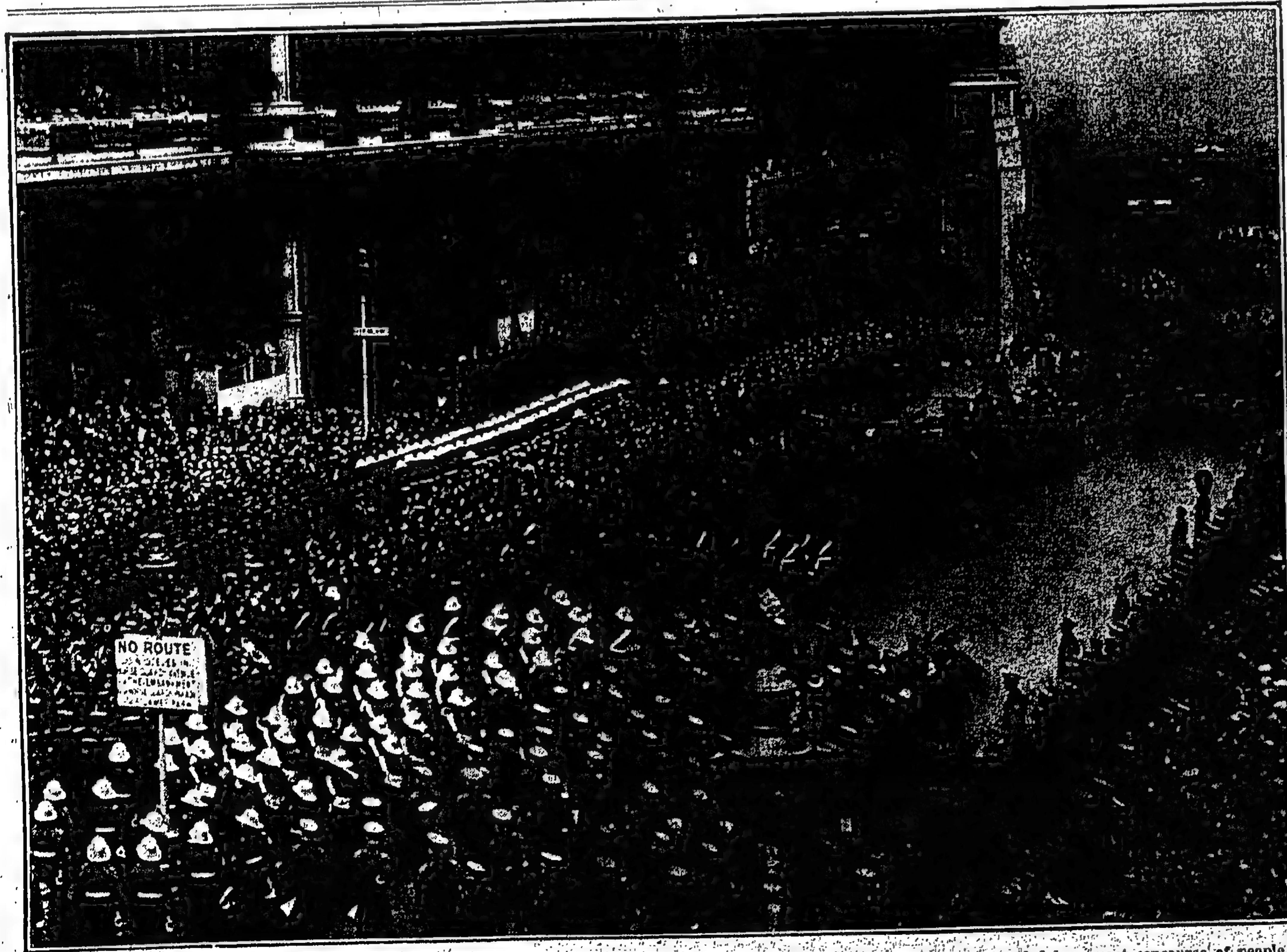
"SAY IT WITH SONGS."



Little Davey Lee plays with Al Johnson again in this new Warner Bros' Vitaphone picture, "Says It With Songs." Davy was the famous "Sonny Boy" in "The Singing Fool."



A new picture of the Five-Storey Pagoda situated on the hill of the Goddess of Mercy at Canton. Many hundreds of years old, it has just been reconstructed in reinforced concrete, as a Provincial Museum for Kwangtung. The walls at the base are 18 feet thick.



The presence of 320 V.C.'s was an outstanding feature on Armistice Day service at the Cenotaph, which was again attended by a vast concourse of people. In the absence of the King, the Prince of Wales laid his Majesty's wreath on the Cenotaph. Our photograph, taken during the march past of the V.C.'s, gives a general impression of the scene in Whitehall. (Times copyright.)

## THIS "SEX EQUALITY."

Phyllis Ward says It's Foolishness.

The phrase "sex equality" is becoming a catchword, almost a music-hall joke. It is developing into an excuse for bad manners, which we women are encouraging.

"Sex equality," murmurs the tired young man as his fair companion pays for both seats at the cinema. "Sex equality," again mutters the man in the Tube as he esconces himself more firmly behind his evening paper while drooping females tread hopefully on his feet.

Our physical strength is not, was, never intended to be, and never will be, equal to that of men, in spite of such example as Russia's women volunteer army. Women are not allowed to play more than three sets in lawn tennis matches and championships while men play five.

Physically women are courageous, otherwise there would be no birth rate, but few women could have stood the awful nerve-racking strain of defending a front-line trench, the mental agony of anticipation, and the bodily strain. Woman is the complement of man. I do not believe in sex equality and I am convinced that in actual fact the average girl does not believe in it either. I believe most emphatically in girls earning their own living, for what could possibly be more lowering to one's self-respect than to sit at home and wait for someone to marry you?

The only trouble is that we are learning to be too independent, and it is becoming impossible for an intelligent girl accustomed to typing her employer's letters, dealing possibly in the welfare of thousands of people, to settle down to the little-tattle of the suburban tea table.

"It is all very well for some men to cry, 'The women's place is at home,' but we all know that there are far too many of us to fill these potential homes.

Therefore let those who fall in love and want to get married stick to their choice and make a success of their married life, for it is an exceptional woman who can run both her home and her business successfully. The remainder must sort themselves out and make use of their talents to the best of their ability.

I am full of admiration for such pioneers as Miss Agnata Ramsay, who in 1887 was the first woman to achieve first-class honours in the "Classical Tripos" at Cambridge, ten years after the first public school for girls was started; and Mrs. Pankhurst, whose pertinacious efforts eventually obtained for us the jealously guarded vote.

They are our representatives, and men must recognize them as such. The rest of us, married or single, must aim as high as we can, for even with our increasing responsibilities and knowledge there can never be true sex equality while men crowd to musical comedies to admire the legs of the chorus.—(Phyllis Ward in the *Daily Express*.)

THIS "SEX EQUALITY."

Phyllis Ward says It's Foolishness.

## Gifts

"that live longer than a day"

A few suggestions:

Silk Ties and Handkerchiefs,  
singly or in sets  
Silk and Knitted Wraps and Scarfs  
Dressing Gowns  
Bath Gowns  
Slippers  
Socks and Golf Hose  
Jewellery  
Braces.

THE pleasant custom of gift-making at Christmas provides an admirable means of expressing one's friendly wishes in durable form, though one sometimes finds it a little difficult to hit upon exactly the right choice for the masculine portion of your list.

Your problem, however, will be much simplified if you make your selection at Mackintosh's, for there you can see the very articles which men would choose for themselves.

These goods were personally selected by Mr. Mackintosh, who was recently in London. Thus, they are fresh, new and attractive, and as gifts their daily usefulness assures them of appreciative welcome.

To choose wisely is to enhance the satisfaction you derive from giving. It will be a pleasure to show you our Christmas selections, and to offer assistance in making such a choice.

*Mackintosh's*

A visit to us entails no obligation whatsoever.



## FOR XMAS GIFTS

GIVE THE PRACTICAL.

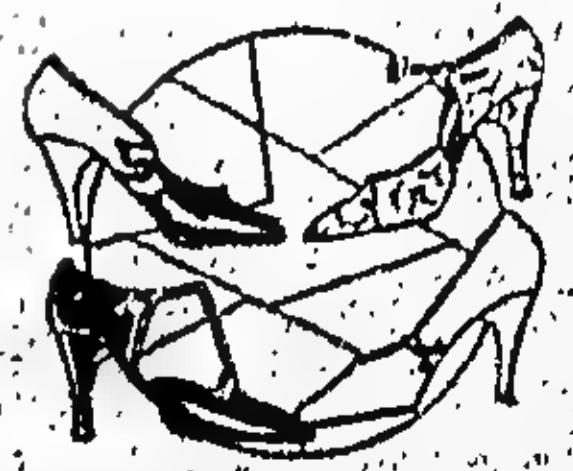
SHOES—  
SLIPPERS,

OR DECIDE ON

HOSIERY

YOUR GIFT WILL  
HAVE A DEEPER  
MEANING IF CHOSEN  
FROM—

**GORDON'S**



# The Vogue for Velvet

Fashion Has Found a Use  
For This Rich Material  
In Costumes Appropriate  
To Every Hour of the Day



Blanche Lebouvier Achieves  
A High Waistline by Using  
Horizontal Shirring on This  
Frock of Yellow Silk Chiffon.



II  
This Afternoon  
Frock by Lucile  
Paray Features  
Tiny Polka Dots  
Designed in Black  
On White Velvet.



III  
Chiffon Velvet in a Checked  
Pattern, Made With a Circular  
Basque Effect, Is a Feature  
Of the Cyber Collection.



VII  
Jenny Uses a Band of Strass  
Embroidery as a Support  
For the Back of This Gown  
Of Chiffon and Velvet.



VI  
This Dutch  
Cap Turban  
From Bendel  
Is Chinese  
Red Velvet.



V  
Jenny Chooses Black Velvet  
For the Princess Bodice  
Of This Evening Coat With  
Unusual Cut Decolletage.

THIS era of femininity in styles puts a premium on the velvet touch.

You may use the chiffon velvet, or grow extravagant and buy the old-fashioned panne velvet. Milliner's velvet fashions many a smart chapeau. Satin-backed velvet makes many of the most fashionable evening wraps.

This is logical. Velvet has a sheen to it, a softness to its nap, a regal sumptuousness to it even before it is trimmed with fur or light touches, that is quite in keeping with the luxury of the winter mode.

Again, velvet is tremendously flattering. Get a shade that becomes the wearer, use that shade in velvet and the lights and shadows that ripple through its surface throw corresponding soft lights upon her countenance, heightening its beauty.

In the third place, velvet now comes in the most gorgeous colors. If you want a costume-delicate as the dawn, there is a velvet for it. If you want striking, hard, American beauty pink or jungle green, velvet answers the call. All of the off-whites now await the ring of wedding bells. Pastel colors are available for evening gowns. Beiges, grays, blues and all the everyday greens are on the market for touches to hats or costumes.

The result is that velvet is used extensively for gowns. It is used for many of the dresser coats and ensembles, for lounging attire when you want to feel queenly, and for evening gowns on gala occasions.

IN addition to velvet's high place as the medium for costumes, there remain innumerable other uses for this rich fabric.

Paris offers a sweet little fancy in the form of a white bridal set in velvet and Alencon lace, with the hip-yoke of the panties of the white velvet and the edges and straps of the lace brassiere of the white velvet.

Many evening slippers use velvet for bows; or for making the shoe itself. Velvet bows, sashes and flowers adorn some of the season's loveliest creations for the dance. The flowers made from velvet this year are too beautiful for description. A single rose may have as many as 10 shades of pink velvet in its make-up, giving it that natural gradation of coloring that distinguishes a real flower from an artificial one.

Velvet handbags are new and very pretty. Sometimes they are richly embroidered in cut steel or like an old-fashioned cross-stitch pattern worked out in color.

Velvet fashions many hats this season. In a year when becomingness is first consideration, flattering velvet comes into its own for framing the face.

Many beautifully-cut gowns this winter are of pastel tone, relying on their exquisite modeling to make them distinctive. It is not uncommon to have the only contrasting note in these gowns some kind of velvet flower.

I. BLANCHE LEBOUVIER creates this stunning evening gown of yellow silk chiffon with a single, huge, ruby velvet flower placed at the center front of the bodice.

The gown achieves the high waistline by use of horizontal shirring all around the figure. Its skirt is very uneven and very full. It is simple in effect, though very elaborately conceived. That splash of ruby-red velvet right in front is most effective.

II. LUCILE PARAY combines black and white velvet with a tiny black polka dot for one of the winter's smartest afternoon dresses. The manner of joining the two velvets is ingeniousness itself.

A draped, full skirt of black has a slightly uneven hemline. Over this a little bodice with tight waistline and fitted peplum is fitted. The peplum falls away, in cutaway fashion, from the waistline in front, with little ends tying in a bow at the waistline, over a flared panel of the black skirt.

The cowl collar and deep, fitted cuffs of the black are two more touches of individuality. This frock buttons up the back, like a little girl's party dress.

III. FIGURED velvet is used most, happily for this dressy afternoon frock made by Cyber.

Several shades of brown, checking a light beige background, increase the effect of light and shadow on this velvet. The little frock is made very simply, the fabric calling for no trim save its own pattern. It is cut with a basque effect, by use of a circular tier that joins the fitted bodice in a curved line.

A little scarf of the material can be wound around the neck or tied in a bow at the back. The sleeves are long and tight, with rows of shirring at the inside seam, giving fullness on the outside line.

IV. WHEN Jean Patou created one of the winter's most regal coats, he used black velvet and heightened its richness by furring it heavily.

This coat has the slim princess line, with exaggerated fullness below the tight waistline. The full skirt, moreover, dips almost to ankle length in the back, a line extremely good with frocks of similar line.

The sleeve is very feminine, with flaring cuffs ending the long, tight cut. Black fox is used profusely to trim this garment. The luxurious collar is a shawl shape and can be worn buttoned up or left open, as in the picture. Like many heavily-furred collars this winter, this one stands away from the neck slightly in order to give the hat room.

V. THIS Jenny velvet gown is princess in line, with an unusual cut to its decolletage and a flounced skirt of fine black tulle.

The decolletage is irregularly scalloped, with strands of strass threading it to hold all the points at attention. The top strand runs over the shoulder for straps and attaches in front to the bodice again.

The princess velvet bodice is cut in points at its lower edge and the tiered skirt flutes out from under these points.

VI. HENRI BENDEL uses a velvet for many of his smartest turbans this year. And one of his newest is this modified Dutch cap turban of Chinese red milliner's velvet, with a pert bow of matching velvet ribbon flaring towards the face from the back.

VII. BLACK velvet and black chiffon are charmingly combined in this formal evening gown created by Jenny. This designer, incidentally, makes use of velvet for some of her loveliest evening creations this season, using tulle, net, chiffon, lame or feathers for the skirt. This is the first season in many a one in which velvet has functioned in exactly this way.

The black velvet bodice pictured is cut away entirely in the back and held together by a band of strass embroidery which points up the back, to divide over each shoulder and attach itself to the front.

This bodice fits the body snuggly, and is cut much longer in the back than it falls onto the floor like a train. Black chiffon is organ pleated onto this bodice, swinging so low in the back that it falls onto the floor like a train.

IV  
Jean Patou Enhances  
The Richness of This  
Black Velvet Coat  
By Furring It Heavily.

**A CAR FOR CHRISTMAS?**  
MAKE YOUR CHOICE FROM FOUR SUPREME  
VALUES —  
Studebaker... Erskine  
Morris... Chevrolet  
EACH A LEADER IN ITS PARTICULAR SPHERE.  
BOOK ONE FOR CHRISTMAS MORNING.  
THE HONGKONG HOTEL GARAGE.

# Hongkong Telegraph.

## Pictorial Supplement

December, 21st, 1929.

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Handkerchiefs

singly or in sets

Silk and Knitted Wraps

and Scarfs

Dressing Gowns

Bath Gowns

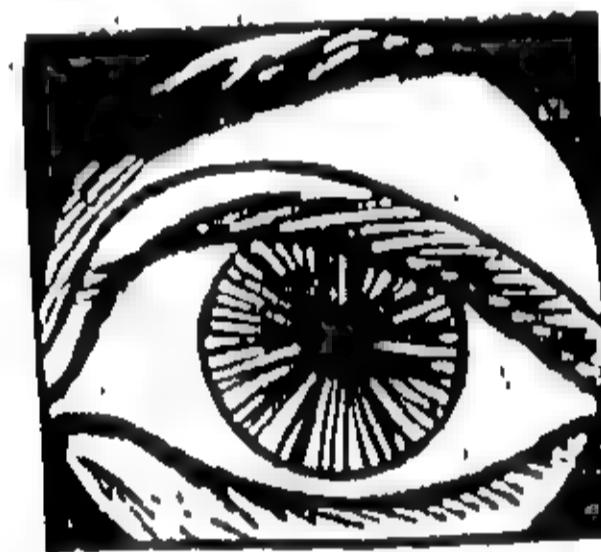
Slippers

Socks and Golf Hose

Braces

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CHILD'S EYES  
Right?

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NOTHING  
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WILL SATISFY YOU—  
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**LAZARUS**  
Hongkong's Only Euro-  
pean Optician—Established  
40 years.

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(General)



This picture shows two of the large family of Chinese dwarfs who have the sole right of acting as guides to visitors to the Taiyuan-fu museum in the model province of Shensi.

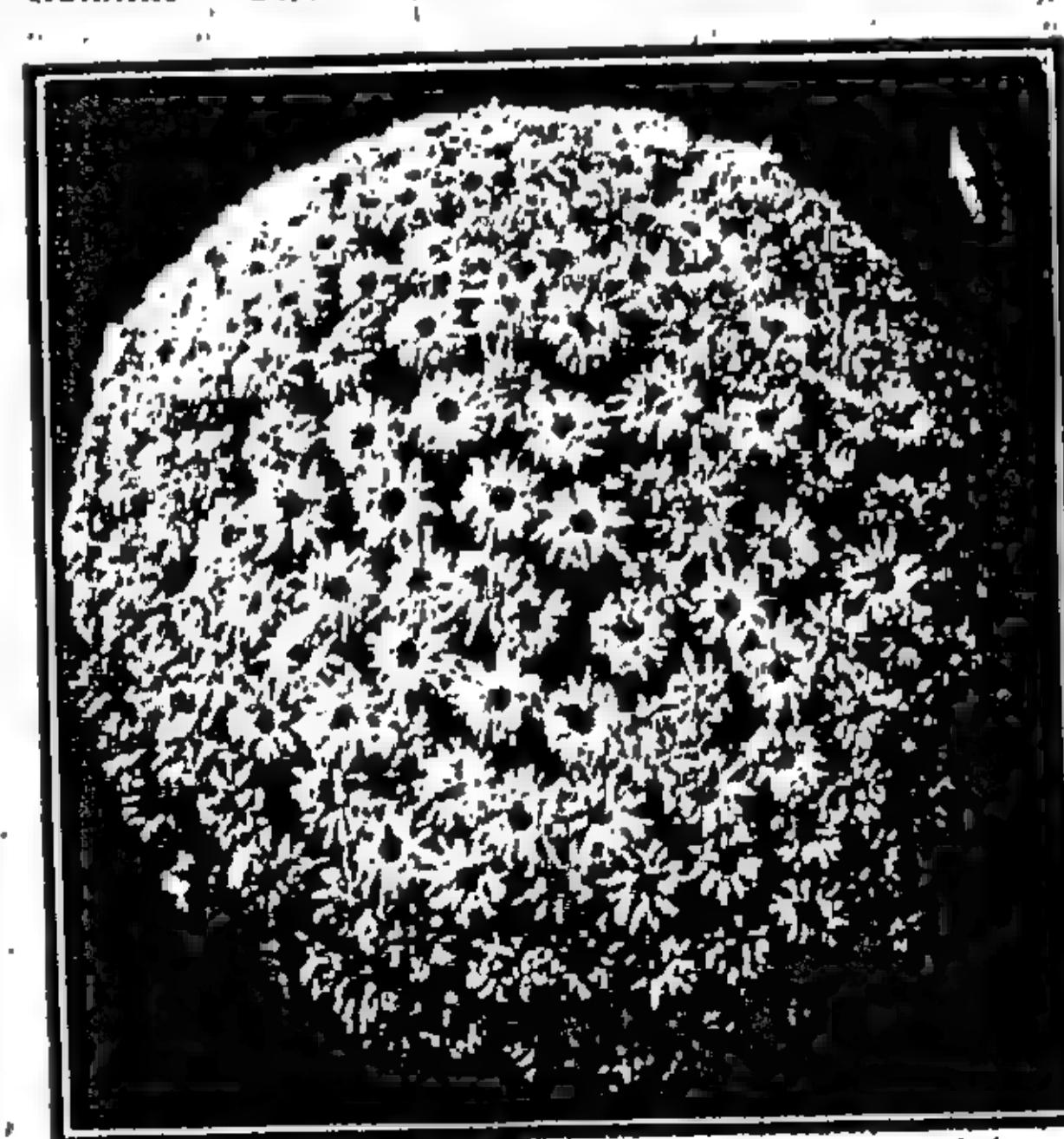


Above are seen principals in the Philharmonic Society's production of the well-known musical comedy, "The Geisha." There have been one or two changes in the cast since the photograph was taken. (Photo: Ming Yuen).

Here is an extremely attractive picture of the beach at Shek-O, one of the prettiest spots along the coast of Hongkong Island. (Photo by courtesy of Mr. W. J. Hawker).



Mr. R. Vaughan Fowler, who was largely instrumental in inaugurating the Hongkong Flying Club, which was formally established last night.



Hundreds of blooms are seen in this pot of chrysanthemums exhibited at the recent exhibition in the Kwong Wa Gardens.



The above group, recently taken, shows the Queen's College 1929 Matriculation Class. Mr. A. H. Crook, the Headmaster, is seen seated in centre, with other masters. (Photo: Mee Cheung).

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ARE OPEN  
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THIS EVENING.

THE Store to do Your Christmas  
Shopping at

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## DEFINITE SIGNS OF PROGRESS.

## Wave of Optimism.

For the nine months ending September the exports of British motor goods exceeded 25 per cent in value and 40 per cent in number over the comparative figure for the same period in 1928, showing an expansion in practically every market throughout the world.

The Motor Exhibition at Olympia was remarkable for the extraordinary public enthusiasm shown over the range of British motors, while the press of Great Britain has been full of a note of optimism that at long last the post-war difficulties of the industry have been overcome and that to-day British Manufacturers can offer a range of vehicles at competitive prices which are suitable for every sort of road condition.

**YOUR CAR SHOULD CARRY AN AUTO-TOTAL**  
THE BEST MOTOR CAR FIRE EXTINGUISHER IN THE WORLD  
Prices from the Sole Agents, KELLER, KERN & Co., Ltd. 15, Connaught Road, C. Telephone C. 3120.

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All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

## RIDE CONTENTEDLY ON MICHELINS

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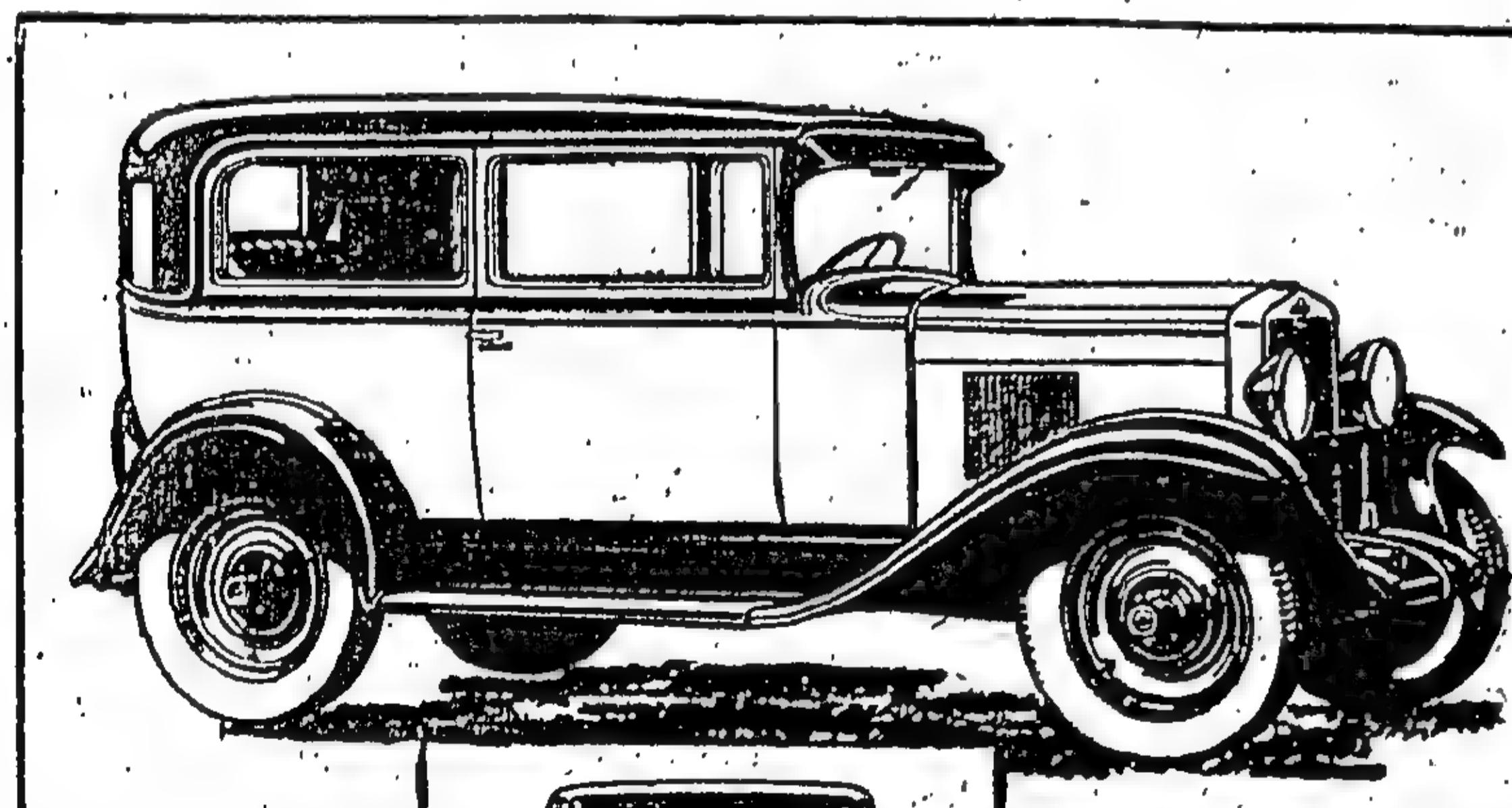
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the demand for this form of transport, which has been growing to a remarkable extent over the past twelve months. Even so it is as yet only in its infancy and the fact remains that the manufacturers specialising in this type of vehicle, in which Great Britain holds the complete monopoly, are finding it difficult to keep pace with the ever growing demand from their Agents in all parts of the world.

It is seldom that manufacturers advertise to the world the fact that motor transport costs money, but British manufacturers at least realise that it is neither in the interests of themselves nor their customers, nor aids the financial stability of any country, to exploit uneconomically the motor vehicle to create an illusory demand. It is necessary to look at transport in its proper perspective to the welfare of any community. Too easy finance or credit insurance in respect of certain articles has been said by General Hertzog to be a disease menacing to society. The British Industry does not deny that in certain cases the extension of too easy credit for the purchase of certain types of motor cars has proved dangerous. In respect of vehicles which are expensive to run or which have a high rate of depreciation and which, perhaps, do

not play their proper sphere in the economic stability of the customer. The manufacturers of the utility car which is to-day capturing the imagination of the world believe that they are providing an essential means of expeditions and cheap transport, by adding to the economic prosperity of the community and the individual, will provide the answer to the statement that hire purchase "is an absolute disease and menace to society."

With respect to all ranges of cars and commercial vehicles there is a definite feeling of optimism at home that the greatest opportunity to-day exists for a wise and wide expansion in the export of every type of vehicle.

## AUXILIARY YACHTS.

## Question of Power Installations.

## VARIOUS TYPES.

What power shall I put in? What speed shall I get? are questions which invariably arise when the sailing man decides to have an auxiliary engine in his ship. He also wants to know how much room the engine will take, and how it will fit in. As a useful and practical aid to answering these knotty points there can be no better way than by giving concrete examples of craft already fitted.

To supply this information the Ailie Craig Motor Co., Ltd., of Chiswick, have produced an attractive leaflet generously illustrated with photographs of various types of auxiliary yachts fitted with their engines as well as plans of typical installations both with the ordinary direct drive and reverse gear and with reverse gear and reduction gear.

Although the leaflet is primarily designed to show the well-known adaptability of Ailie Craig Marine Motors to all conditions, no matter how restricted the space may be, it also forms a useful guide to a solution of the power and speed questions.

## SIX WHEELERS.

An Australian carrier has established a transport service from Sydney to Forbes, a distance of 300 miles, using British six-wheeled lorries which are fitted with sleeping bunks for the drivers.

## POWERFUL CAR.

A racing car, capable of developing 4000 horsepower and said to be able to do 300 miles an hour, is being built at Wolverhampton, England, for a try at new speed record at Daytona Beach next year. The car has 24 cylinders.

## THREE DEATHS AN HOUR.

Motor vehicles accounted for three deaths every hour during July, according to the American Road Builders' Association. The month's toll was more than 2250.

## WHERE EVEN WEATHER IS CHECKED



For determining the effect of the weather on automobile performance so that General Motors cars will be better able to cope with that bugaboo of all automotive engineers, a weather house is part of the equipment of the Proving Ground, General Motors' 1358-acre outdoor laboratory near Detroit. Unlike other weather observatories, this one is maintained not to forecast but to "hindcast" meteorological disturbances of all kinds.

THE CHEVROLET FACTORY ALONE TAKES NEARLY A MILLION A.O. PLUGS EVERY YEAR. TO NAME A FEW OTHERS: DODGE, REO, CADILLAC, CHRYSLER, PONTIAC, CHAMBORD, HODSON, OAKLAND, MARSH, HUPPMOBILE, LA SALLE—AND DOZENS OF OTHERS.

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To Fit

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Hong Kong Hotel Garage,  
SOLE DISTRIBUTORS  
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Your Goods  
Will  
Get There!



Perhaps no factor in modern business is of more importance than assured delivery of the goods. If you transport by motor van or lorry, your best assurance of deliveries on schedule, so far as your tyres are concerned, is to fit Goodyear Pneumatic Tyres. They are made strong and active—strong to resist the troubles that impair ordinary pneumatic tyre performance; active, to sustain scheduled speeds. Their bodies are shewed and sinewed with extra-elastic, extra-durable SUPERTWIST Cord, developed and perfected by Goodyear to meet the specific requirements of present-day carriage on pneumatics. Their tread is the powerful, slipless All-Weather Tread, famous for traction and safety in any going. For punctual motor transport, fit reliable Goodyear Pneumatic Tyres.



**GOOD YEAR**

3-28-29

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PRINCE'S BUILDING, HONGKONG.

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Standard to the World

PERFECTED BY THE  
WORLD'S LARGEST  
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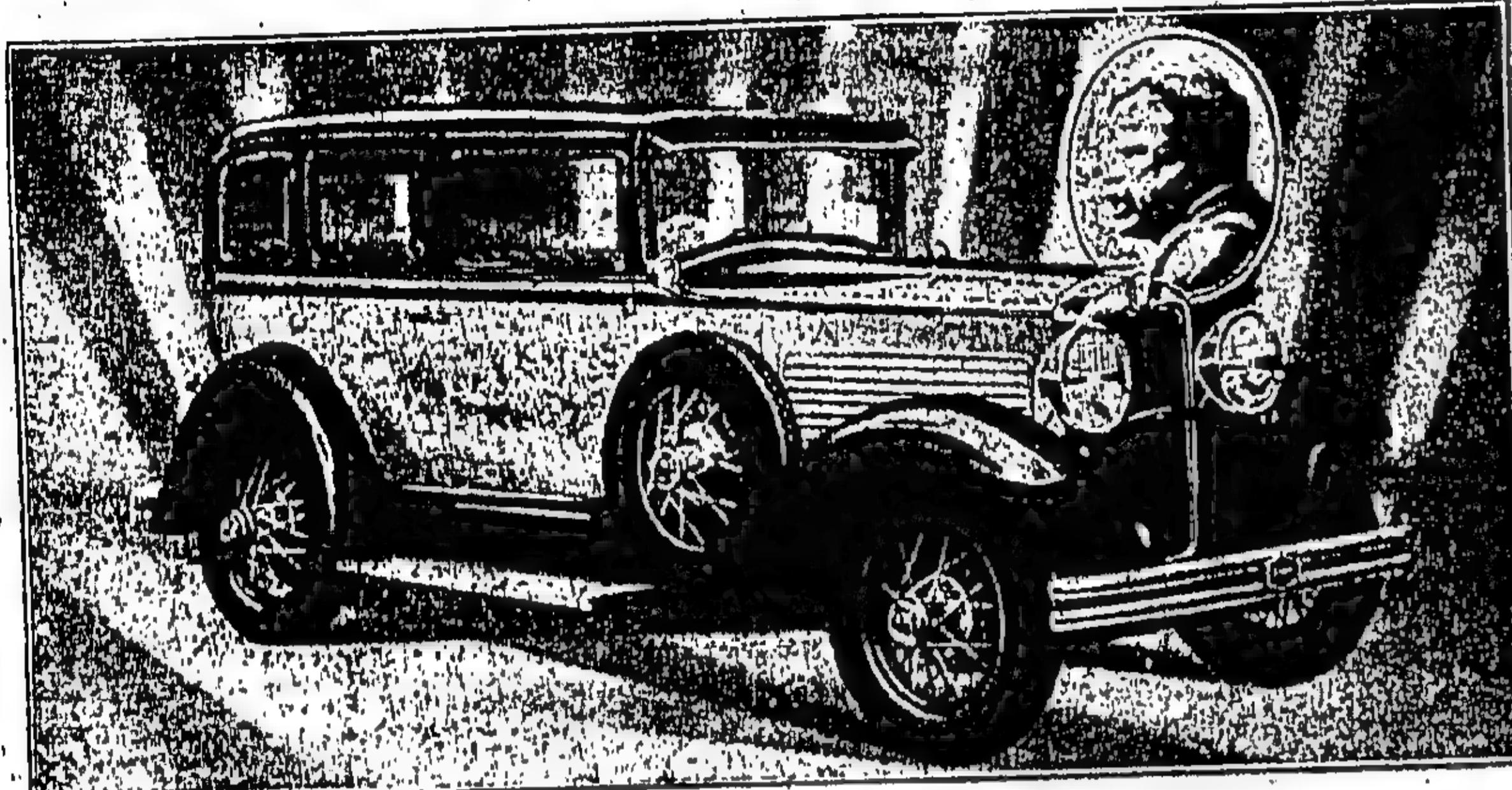
"THE STANDARD  
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## SMOOTH POWER AND FLEXIBILITY.



THE WORLD'S LOWEST PRICES STRAIGHT EIGHT.



In 1902 two cylinders were enough—they would run—People demanded better performance and soon four cylinders became the order of the day—Then came six cylinders—and the heights had been reached. Later the Eight were recognized—but they were expensive. To-day the Straight 8 is the thing because it has **SMOOTHNESS—POWER and FLEXIBILITY** unlike that of any other type of transportation. Marmon has brought it, in its highest form with the range of the moderate price buyer in the

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## THE COMMERCIAL VEHICLE EXHIBITION.

### Passenger Vehicles.

[Special Report to the Hongkong Telegraph by R.A.C.]  
(PART ONE).

#### The Trend of Design.

A review of the passenger vehicles at the Commercial Motor Transport Exhibition in London reveals the fact that the 6-cylinder engine has almost entirely displaced the four, though there is still a demand for the latter where speed and power can be sacrificed in the interests of economy and simplicity. Manufacturers are paying considerable attention to the question of weight reduction, while quieter gearboxes are the rule and vast improvements have been made in such important matters as lubrication, steering and brakes. Indeed, "Motor Transport" goes so far as to say that the average bus or coach is better braked than the expensive private car.

And in these days of congested roads this is very necessary. The latest traffic records taken by the Automobile Association show that the average increase in traffic flow since last year has been over 12 per cent. While British car traffic has increased more than fivefold in 8 years, the actual number of cars has not increased threefold, thus indicating that road usage increases more rapidly than the number of vehicles.

#### Making Vehicles Safer.

The question of safety undoubtedly looms large in the minds of all road users. Safety glass is now practically established as a necessary part of the equipment of private cars, and this development has received such public approval that there is the possibility of it being made compulsory in public service vehicles. Of this business, Triplex has secured at least 75 per cent, and there is obviously a very great field left to be exploited.

Another safety device which, following private car practice, is being widely used on coaches, is the Lucas patent headlamp dipping reflector, which can be operated either electrically or pneumatically, to throw the beams of light downwards and to the near side of the road. By such means other road users are not troubled by the lights of an on-coming vehicle, while, at the same time, adequate light is available for driving.

#### Acceleration and Flexibility.

Modern traffic conditions are all against vehicles that are cumbersome and slow; they call for machines with the performance of a private car, and it is, therefore, appropriate to mention at once the products of the Hillman-Humber-Commer combine, with which Rootes Ltd. are so intimately associated. The new Commer "Invader" and "Avenger" chassis are intended for 20 and 32/50 passenger bodies respectively. Both have 6-cylinder engines and the "Invader" possesses a 4-speed gearbox incorporating a "silent third" which results in exceptional acceleration. Left hand drive can be provided, when required, with a minimum of alteration; an important feature in the Overseas market.

The Karrier "Chaser" is a 35-seater 4-wheeler which is proving very popular. With a 63/95 h.p. 6-cylinder engine all the most modern features of design have been embodied, including a special cylinder head ensuring flexibility and economy, a 10-bearing crank-shaft fitted with a torsional vibration damper, high-lift cam-shaft with tappets of large diameter, twin exhaust manifolds and an efficient lubricating system supplying oil under pressure to large diameter connecting rod and gudgeon pin bearings.

The Hongkong and Shanghai Hotels Co. Ltd. has recently ordered a fleet of Vulcan 32 and 20 seater buses to supplement its vehicles of the same make and, as a result, now has nearly 30 Vulcans in service. The "Prince" is certainly an ideal bus for express service; the 4-cylinder engine is rated at 30 h.p. and a 4-speed gearbox is provided with servo-assisted braking on all 4 wheels. The "Duchess" is intended for 26-passenger bodies and is designed for long distance runs.

#### For Sunshine or Rain.

As in the case of private cars, so with coaches, there are a number of examples of Sunshine bodies to be seen. A fine example is mounted on the Hally Conqueror. This 30/85 h.p. chassis now boasts a chromium plated radiator, otherwise all the features previously incorporated are present, including Marles

steering and Dewandre serv brakes. Chassis lubrication is by the Aelyl centralised system. An important point is the fitting of all brake drums on the outside of the wheel hubs permitting refilling to be rapidly carried out without disturbing the wheel hub bearings.

A Sunshine roof is incorporated in the all-weather body shown on the Star "Flyer" chassis. The 6-cylinder engine has a 7-bearing crankshaft and there are six brakes in all, so that private car practice has been very closely followed, with excellent results.

The Coupe-de-Ville is a type of body not often found on commercial vehicles but it is shown to good advantage on an A.J.S. Commodore chassis, the latest model from the Wolverhampton factory, which entered the commercial vehicle market early this year. On this 6-cylinder coach which is intended for long distance road travel, the exterior fittings are chromium plated while the interior are silver oxydised. The engine developed 75 b.h.p. at 2,000 r.p.m. and incorporated all the most advanced ideas. The A.J.S. "Pilot" chassis is suitable for 26-seater bodies and is of very substantial construction. Chassis lubrication is simplified by the provision of three groups of points.

#### The Railways Place Orders.

Quite a feature of the Show is the number of vehicles bearing on their sides the names of the great railway companies which have placed very substantial orders with leading manufacturers during the last year or so. The London, Midland and Scottish Rly., for instance, employs a big fleet of Albions both for goods and passenger services.

Thus, the 24-passenger "Viking" Six, built to the order of the L.M.S., is of particular interest. The 30 h.p. engine actually develops 30 b.h.p. and ensures high speed and acceleration. The brakes are in keeping with the vehicle's speed and an important point is the provision of Triplex glass to all the windows of the saloon.

Of particular interest as being the first "sixes" to come from the Guildford factory, the new Dennis "Dart" and "Arrow" chassis possess a number of outstanding features. The "Dart" is intended for 20-seater bodies and its engine develops 60 b.h.p. It is remarkable for an exceptionally low frame, 21½ in. from the ground when laden, yet the clearance is 10½ in. The complete power unit is rubber insulated from the frame and an Autoklean oil filter is coupled to the clutch pedal so that it is cleaned every time the pedal is depressed.

#### New Morris-Commercials.

A centre of interest for all in the passenger carrying industry is the Morris-Commercial stand where the entirely new "Victory" and "Dictator" chassis are shown for the first time. Both possess very up-to-date 6-cylinder engines and the chassis positively bristle with unique features. The "Dictator," for instance, has a new high cam-shaft action, combining great accessibility, efficiency and simplicity.

The power unit can be completely removed in less than half an hour without the use of a crane or special lifting tackle. It develops 110 b.h.p. and is designed for 28-passenger bodies.

The introduction of these passenger vehicles marks a new page in the history of this enterprising company and it must be added that they are being marketed at highly competitive prices.

#### Double-decker Tendencies.

In a recent article on progress in 1929 and likely future developments, "Bus & Coach" referred to the fact that there is, at the moment, a mild boom in double-deckers on 4-wheeled chassis and this is fully borne out at Olympia. To keep the weight down, coach-builders are employing much more scientific forms of construction and making wider use of plywood and metal.

The 50-seater double-deck A.E.C. "Regent" exemplifies latest practice in this class of vehicles. A unique feature is the off-centring of the back axle casing, which arrangement effectively reduces the floor height as the axle does not protrude into a space under a rear nearside seat. The overall height is only 12 ft. 10 in. and the stairway is completely enclosed. The entire chassis lubrication is

carried out from two bottles of nipples in a forward position on the chassis frame.

Guy vehicles have always been noted for their low loading line and the 48-seater double deck bus has its axle offset to the nearside. This firm claims to have been the pioneer of the 6-cylinder engine for passenger work and it is to be noted that in the latest models the cylinder heads have been redesigned to give greater volumetric efficiency, so that the 4½ in. bore engine now develops 106 h.p. This redesigning has also enabled more efficient cooling to be effected. The body of the double-decker shown has a central row of three-passenger seats in the upper saloon with a sunken gangway at each side. This results in a low overall height and increases the safety factor by reason of the lower centre of gravity.

The Leyland "Tilan" with its 6-cylinder engine is well known and is retained for 1930, but with improvements to the bodywork. On the 48-seater double deck bus, for instance, there is an emergency door in the top deck which provides a means of stepping down to a reasonable distance from the ground. The staircase is now totally enclosed.

#### Among the Six-wheeler.

Turning now to the largest capacity vehicles, an extremely interesting newcomer is the S.M.C. 70/142 h.p. 6-cylinder chassis which is produced throughout in the commercial vehicle department of the famous Sunbeam factory. The makers have directed their efforts towards embodying a standard of quality and performance not hitherto associated with commercial vehicles and, therefore, no refinement has been omitted in the desire to obtain the utmost reliability, ease of maintenance, road comfort and long service. There is over 23 ft. of body space.

An extremely modern production is the Thornycroft 68-seater double-decker. The engine dimensions are 4½ and 5½ and the equipment includes vacuum servo-assisted brakes, mechanical tyre pump and an air filter to the carburettor. Dipping headlamps, stop signal lamp, fog-lamp and front shock absorbers are further features of this new model from the Basingstoke works. Drop windows are fitted in the lower saloon and sliding windows above.

#### Trolley Buses.

Trolley buses have provided the solution to the traffic problems in a number of districts and their use is growing steadily, as the tramways decline. The Nottingham Corporation Transport Department has just ordered six of these vehicles from Ransomes, Sims and Jefferies who are showing one as a chassis.

This 6-wheel type embodies the Thornycroft patent bogie in which the double pivoted springs on each side avoid the necessity for torque rods while making possible a uniform and equal distribution of the load on the bogie wheels under all conditions of acceleration and retardation. A third differential is embodied in the rear axles, equalising the drive between all four rear wheels, each of which is able to roll freely on the road at a speed which may differ from any of the others, due to varying diameters of tyres and other causes. This tends materially to increase the life of the tyres and to bring about a reduction in power consumption under service conditions.

The chassis is designed to take a double-deck covered-top body to seat 60 passengers.

#### The Question of Bus Lighting.

In view of the fact that London's gigantic bus fleet has standardised its use, the lighting equipment shown by C.A. Vanderell and Co. is of particular interest. There has come a marked change in electric lighting equipment, whereas previously the 3-brush or constant current system was found to give fair satisfaction, it was fatally easy to overcharge the battery or discharge it to such an extent that it was impossible to keep the lights at constant brilliance.

The compensated voltage system introduced by C.A. Vanderell, however, cuts out the human element and that it is successful is proved by the fact that it has been adopted by most of the leading British commercial vehicle manufacturers.

#### (To be continued.)

#### PLAN FOR AUTO SHOW.

Plans are under way for the thirtieth annual auto show to be held in New York Jan. 4-11 next year. More than 240 models will be displayed at the show, and 46 makers have drawn for space. Two foreign cars will be shown this year.

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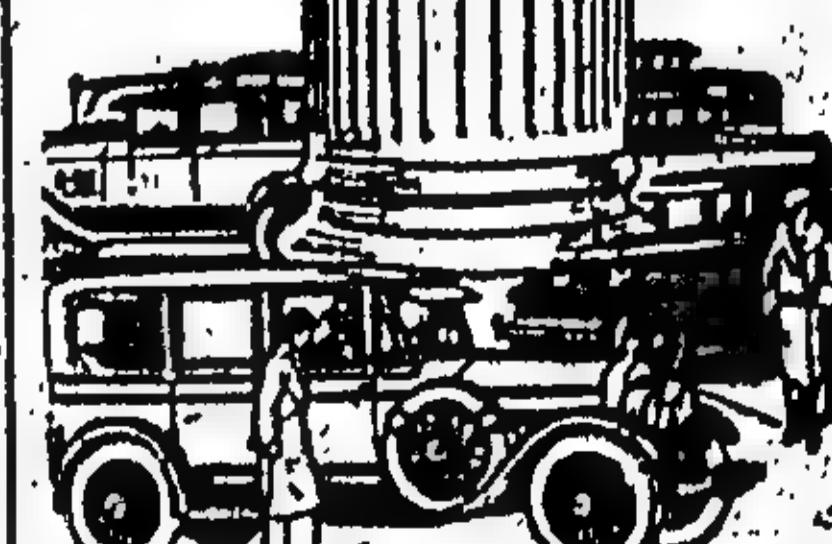
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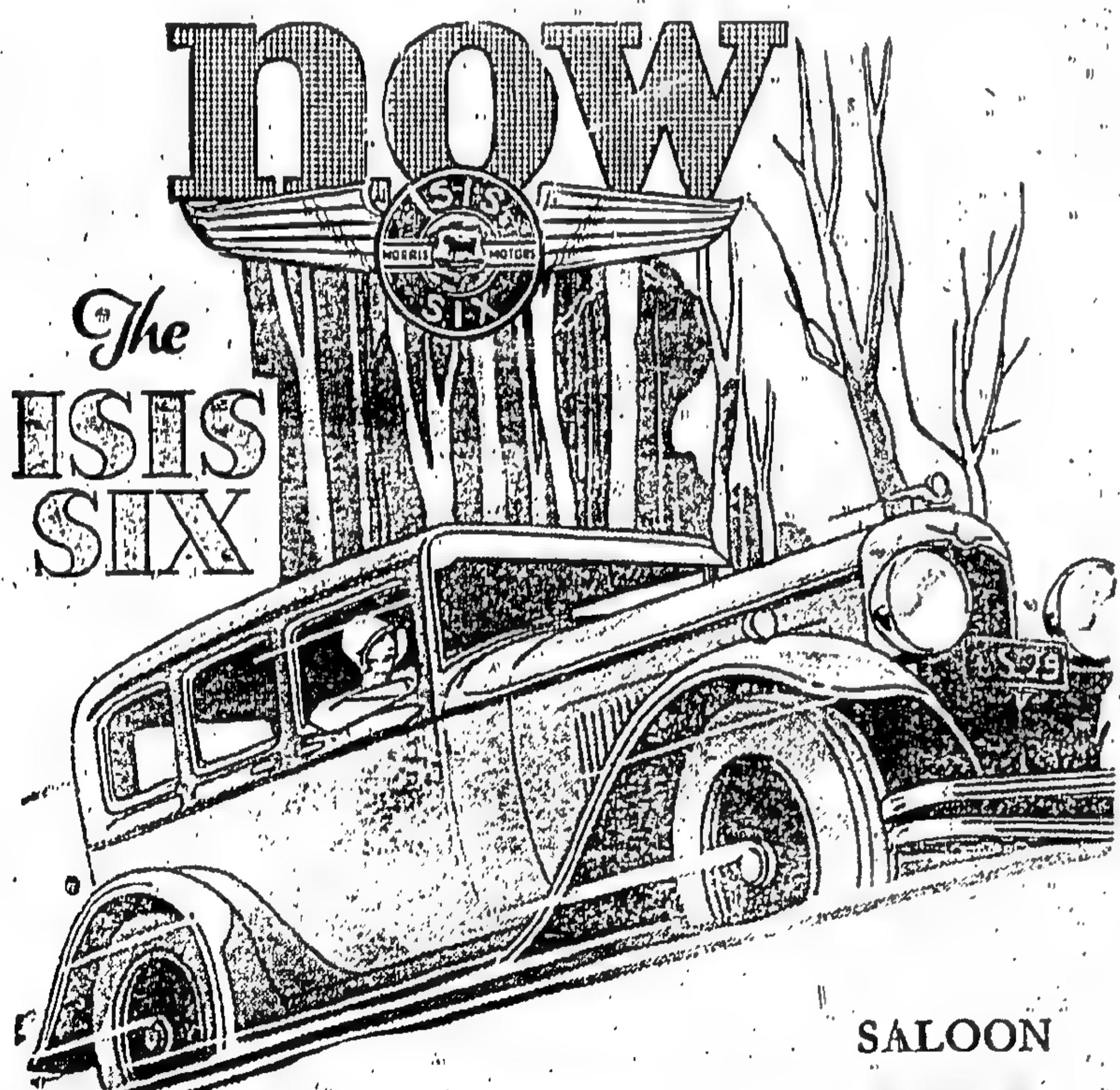
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CHAIRMAN: SIR WILLIAM R. MORRIS, BT.

## U.S. PASSENGER TRANSPORT.

### Competition with Railway Companies.

There has been a vast change in the attitude of the airplane operator towards the comfort of the passenger. There or four years ago a rough open cockpit was considered good enough for the hardy air traveller, who had to dress the part when braving the often fiery slipstream of the propeller. Now the large multi-engined cabin plane is more luxurious than a Pullman car.

For example, in May 1928 the Western Air Express accepted delivery of the three tri-motored Fokker F-10's then described as the fastest and most luxurious airplanes in America. Since that date the planes themselves have altered little, but according to the passenger agent of this company more than 200 refinements have been provided in the latest specimens.

The tilt of the chairs has been changed, so that the passenger is more comfortably seated. The upholstery has been made a little thicker. Additional ceiling lights have been installed. An ornate "container" is provided for ice water. A convenient smoking stand has been provided with room for matches, ashes, and cigarettes. The floor linoleum has been covered with a rug. The baggage compartment has been more compactly inclosed, and a cabin has been provided for carrying foodstuffs, dishes, and cutlery. The passenger agent appears to be quite right in claiming more comfort than in a Pullman!

Comfort—Airlines v. Railways

The airlines seem to be outdoing the railways in other ways in securing the comfort of the passenger. In large machines, when once the plane is underway, the second pilot will pass out daily newspapers. Some lines go so far as to provide magazines. Writing paper and envelopes are always available, with sometimes a comfortable little table. There is always a log book at hand describing points of interest on the trip.

Some of the operators state in their pamphlets that lunch is provided. Others keep a dainty lunch,

served on beautiful trays, as a pleasant surprise for the new air traveller. On some private planes electric kitchens and electrical refrigerators have been provided. The transport companies may follow suit.

It is expected that telegraph messages may soon be transmitted via radio telephone as a regular service. Perhaps we shall have radio music and moving pictures abroad!

Ladies will be interested and perhaps disappointed to know that no special dress is required for air travel. With heated cabins, and windows open or shut at the desire of the passengers, travel is no more arduous than in a Pullman. Moreover, there is no coal dust or grime to fear.

Perhaps the most authoritative study of the principles of passenger comfort is that which appears in a report issued by the Daniel Guggenheim Fund. The subsequent considerations of passenger accommodation are based largely on the findings of this report.

European designers seem to prefer two rows of single chairs placed on either side of a central aisle. In the United States, two seats on one side of the aisle, and a single seat on the other is considered a good arrangement because it avoids an unduly long cabin, and allows passenger loads to be concentrated. Two seats together may also please friends, and give courage to a timorous couple! Comfortable chairs, preferably with adjustable backs and head rests, are essential. The best remedy for airsickness is sleep; and in general, passengers on long air trips should be able to sleep. Chairs should be strong and rigidly fastened, but have no sharp edges or corners. Spaciousness in the cabin adds to comfort, mental and physical. Everyone seems agreed that none but the lightest parcels should be placed in the cabin. Heavy units of baggage should be preferably placed forward, to prevent the baggage crashing on the passenger in case of an accident.

Lieutenant Monteith, in a paper presented before the American Society of Mechanical Engineers, predicts that the large four-engined plane of the near future will have arrangements similar to those of the best trains, with sleeping compartments, smoking rooms, an observation platform, and convenience for meals.

No Parachutes for Passengers.

European operators are unanimously of the opinion that passengers should not be provided with parachutes, because they are difficult of use, and because few passengers would be able to use them in an emergency. And certainly the pilot should not have a parachute, if the passengers have none. Many plans have been suggested of seats with parachutes attached, a parachute for the whole plane, et cetera. These suggestions are the subject of much controversy, and no such device has come near to adoption as yet. Regarding safety belts, the general practice is to omit them in cabin planes, although they might be very useful in bumpy weather.

The Bureau of Standards in Washington has done some splendid work in determining the most effective noise insulating material. It has been found that the material should be of a fibrous and resilient character packed as loosely as possible between the inner and outer walls of the cabin. Our diagram on page 407 shows a typical and effective method of packing. The same material and method of packing are also effective in providing heat insulation. Unfortunately, a cabin cannot be completely insulated, because of windows, and even if these are closed they still are poor insulators.

Among the materials employed for noise insulation are sponge rubber. A fairly thick plywood with balsa wood core has promise. The use of soundproofing material is advantageous because it serves also as a heat insulator and tends to dampen unpleasant vibration.

While insulated cabins are very much quieter than uninsulated ones, the problem of noise is far from being solved. There are certain inherent factors which make for noise in the airplane. The high-speed propeller has its tips moving nearly at the speed of sound, and is bound to produce noise. Some authorities believe that gearing down the propeller is a remedy, but the gearing itself produces noise. Long exhaust pipes reduce the noise of the exhaust. Mufflers for large engines are so heavy and large as to be prohibitive.

The average man in the street associates airplanes with plenty of fresh air rushing in through the windows or past the open cockpit. Yet the best plan for passenger work would be to fly with all windows closed so as to prevent draughts and lessen noise.

## COLLECTING MANIA.

[A woman in New York on being fined for a motoring offence asked for the summons in order that she might add it to her collection.]

That's my collection. Not a bad one, eh?

I've added quite a decent "piece" to-day.

Yes, a real City one. What makes it rare?

Is that the sitting "beak" was the Lord Mayor?

Cost me a tenner, that same

"dangerous drive."

The Bobby, though, was lucky to survive.

That? Oh, at Kingston! I was

smarly fined,

But that's a desperately common kind.

Now this, which has a literary

touch—

Stratford-on-Avon—didn't cost

me much.

But still you must admit it's

rather nice,

And in America would fetch its

price.

Yes, practically none has been

defended."

This Leuds' "Car left on highway,

unattended

With engine running" doesn't

look too bad,

And here's the only bit of luck

I've had.

"Summona dismissed"—that was

at Bath. You see

The poor pedestrian couldn't

sweat to me,

After the crash his memory was

dim:

I didn't say that I remembered

him!

That one's an Andover—not

For driving with a licence out

of date.

And here's a York one where

they did me brown,

No lamp at night—my batteries

ran down.

Yes, there are plenty more, for

one I've got

From every county—sometimes

quite a lot.

You've an appointment? Sorry

you, can't stay.

I'll let you see the rest another

day.

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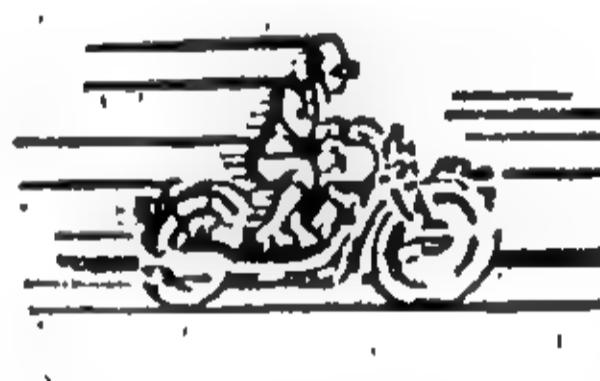
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## THE SIX FEATURES OF B. S. A.

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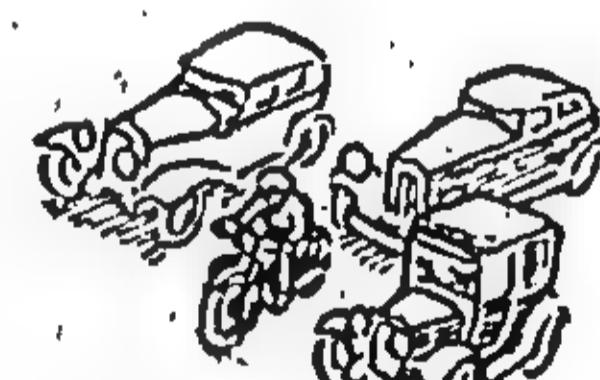
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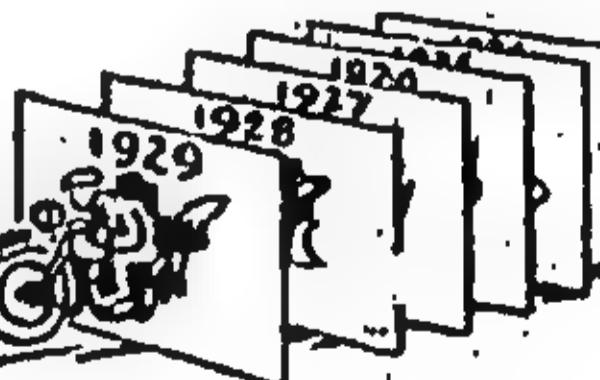
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## NEW MORRIS-OXFORD "SIXES."

## Win Praise in England.

Already something of a furore has been created in the motoring world by the appearance and the specification of one of the newest cars produced by the Morris organizations, the 15 h.p. six-cylinder Morris-Oxford says "The Autocar" of August 30. Because of the clamour for deliveries there was no well run-in car to be had for trial, and it became necessary to take a sample car from the "line." In a sense this is a drawback, inasmuch as the performance will obviously not be so good as that of a car with a couple of thousand miles to its credit. Further, when considering the performance, it is well to observe the price of the car, for this renders it particularly remarkable.

## Top-Gear Performance.

First and foremost, the car is a top-gear performer. Anything from crawling behind a lumbering cart in traffic up to a good 60 m.p.h. on the level open road is possible with gear changing. The carburetor is excellent, and the accelerator pedal can be pressed flat down and clean acceleration results. No "fancy" driving is called for. Not that there is any difficulty about the gear change; as with all Morris machines, the new car is light and easy to handle in this respect, as in others.

The clutch pedal has the movement of the clutch itself spread over its range of travel, meaning that the engagement is gradual, and there is no tendency for the car to move off from rest with a jump. A little peculiarity in some cars which has disconcerted many a novice. Then the gear lever is long and requires only a finger force to shift from one gear to another, and there is a fair amount of latitude in timing the changes. So long as the driver reply does

know in his mind exactly what he intends to do with his feet, this gear change should be easy enough for anyone to master.

Everybody who drives knows that the speed of traffic is steadily increasing, what with better roads and better cars. This new Morris is going to increase the average speed without his being aware of it. Cruising at 40 m.p.h. is so peaceful. On a reasonably good, free road the speedometer needle settles almost automatically at 60 m.p.h. The car holds the road so steadily, takes so little notice of bad surfaces, negotiates curves as if running on rails, and engenders so marked a feeling of security by reason of its potent brakes, that high speed is no strain.

## Flexible Engine.

The engine is remarkably good, it is smooth as a good six should be, quiet, flexible and entirely pleasant. As an instance it may be said that it will move the car away from a standstill on top gear. This is not a trick which any driver is advised to perform regularly, but it gives an indication of the flexibility of the engine and the capacity of the clutch.

One of the important features is the lightness of the controls. The clutch pedal does not require heavy pressure, the accelerator is roller-ended, and the brake pedal is, as a brake pedal, extraordinary light in action. This is due to the use of the hydraulic system of application which cuts out the possibility of any spring or binding in the brake operating mechanism, and ensures that practically the whole of the pressure applied by the foot goes to expanding the brake shoes.

The result is to produce a four-wheel brake set that requires about the same pressure as the clutch

pedal in order to effect a quick stop. It may be noted with reference to the figure given as the pulling up distance for the brakes that the adjustment of the set had not been tuned up, and that in consequence one rear wheel was inclined to lock, which naturally tended to detract very materially from the effectiveness of the system.

With the idea of facilitating entry into the body, the brake lever on the right of the driver lies practically flat on the floorboards when off; to bring it into operation it is pulled upwards. A lever thus arranged is both handy and comfortable to use, and, incidentally, the adjustment is provided by a flynut which can be reached immediately.

## Balance in Steering.

In the steering there is a very good balance, that is to say, the steering is light, but it is not abnormally low geared. It stands out as another of the good points. There is at the centre of the steering wheel a circular moulded box carrying various neatly arranged controls; this device is unquestionably a refinement in the right direction. The box provides on the left a control for ignition, on the right a throttle, whilst a third lever attends to all electrical matters. It regulates the charging rate of the dynamo, for which there are two positions, switches for the side and tail lamps and the head lamps, and also operates the dip, and switch non-dazzling device in the head lamps.

Mention of this centralized control brings to mind one or two special items. The first is that the engine is very sensitive to its ignition advance if the car is proceeding at 35 m.p.h. with ignition retarded an advance of the lever without altering the accelerator position causes an increase in speed of nearly 10 m.p.h. For pulling hard, dead slow, in top gear it is necessary to retard the ignition very considerably.

Another point concerns the head lamp control. The centre of the steering wheel is unquestionably the right place for the switch, and also it may be remarked that the head lamps themselves are the Lucas Biflex type, which give a particularly good long-distance beam. The head lamps themselves are mounted on a very strong cross-tube, which helps to support the wings, and they are adjustable. These are matters which effect the convenience of the owner who uses the car at night.

Tests on various hills showed that the car's powers of climbing are in keeping with the flexibility on top gear on the level. A gradient of 1 in 10 approached at 35 m.p.h. smoothly and quietly. Long hills of the order of 1 in 6 were found to be an easy climb on second gear, finishing at 20 to 25 m.p.h.

There are many special mechanical features which should lengthen the car's life. In conclusion, the running of the car in every way justifies the interesting mechanical specification, and is quite in keeping with the smart outward appearance.

## U.S. CAR EXPORT.

## Huge Trade.

The increasing importance of the automobile in the export business of the United States is revealed in figures just released by the National Automobile Chamber of Commerce, according to A. L. Frank, sales manager of the Studebaker Pierce-Arrow Export Corporation. Automobiles not only led in the export of all manufactured products in 1928, but showed an increase of 31.2 per cent. over the total exported in 1927, Mr. Frank pointed out.

"The value of automotive products exported by the United States last year was \$500,174,431. This huge amount placed automotive products well at the head of the export list. Following, in teams of value, were refined petroleum products, machinery, packing house products, iron and steel mill products, refined copper products, cotton mill products, lumber mill products, wheat flour and rubber products.

"Export of passenger cars from the United States to Europe, North America, South America, Asia, Oceania and Africa were 375,428 in 1928 as against 286,088 the year before. The foregoing figures do not include the number of passenger cars shipped as parts for assembly. Totals of these were 43,472 in 1928 against 46,948 in 1927—a slight decrease.

## A FUTURE PROBLEM.

Within 11 years, the already heavy automobile traffic of California will be doubled, according to the Automobile Club of Southern California. This statement is based on the fact that the volume of traffic on state roads has increased at the rate of nine per cent. for the past five years.

## CHEVROLET RECORD.

## Over Million Cars Since January.

## WIDE POPULARITY.

More than 1,200,000 Chevrolets have been placed in the hands of users since the first of the year, according to a report just received by General Motors.

This is three times better than the showing of any other manufacturer of six-cylinder cars in a calendar year and tops Chevrolet's record total for the entire year of 1928.

It is now certain that six-cylinder productions will set a world record this year, surpassing for the first time in the history of the industry the output of four-cylinder cars.

Chevrolet factory officials declare that the dominating reason for the leadership of the six is the public preference for the advantages which this type of construction affords. They point out too that the influence of great volume production has enabled the industry to get six-cylinder prices down to the lowest on record and has made it possible for Chevrolet through maximum volume to offer six-cylinder performance at a price that formerly bought only a four.

## MODERN MECHANICAL TRANSPORT.



The above picture shows one of the famous Thorncroft six-wheeler vehicles which, apart from general use, are now regularly employed in some of the most remote parts of the world. They have proved of remarkable utility in countries where roads are as yet practically non-existent.

## TRUCKS TAXED HIGH.

A suggestion recently delivered to the English automobile association was that all motorists be compelled to carry first-aid outfits. The idea is being seriously considered.

## BARS EXHAUST HEAT.

While the average tax on passenger automobiles in the United States is \$22 a year, the average tax on trucks is more than \$50, reports the National Automobile Chamber of Commerce.

## RAIL TOLL HIGH.

Since there are few automobiles to take a heavy toll of human life in Japan, railways are the main cause of accidents. More than 200,000 accidents happen on railways there every year.

for Economical Transportation



## HONGKONG DELIVERED PRICES.

## INTERNATIONAL SERIES "A C" PASSENGER.

R.A.C. Horse-Power Rating 26.53.

Brake Horse-Power 34 at 2,600 Revolutions.

Piston Displacement 194 Cubic Inch. Wheel-Base 102 Inches.

Speed 65 M.P.H.

Model	Net Weight	H. B. B. Factory Price	Extras	Packing	Shipping	Hongkong Price
Roadster	2-pass. 2,175 lbs.	G\$525	G\$40	G\$197	G\$770	
Tourer	5-pass. 2,240 lbs.	525	48	102	775	
Coach (2 door)	5-pass. 2,500 lbs.	595	39	256	890	
Coupe	2-pass. 2,400 lbs.	595	39	256	890	
Sports Coupe	4-pass. 2,470 lbs.	645	39	256	940	
Sedan	5-pass. 2,585 lbs.	675	39	261	975	
Imperial Sedan	5-pass. 2,555 lbs.	695	39	261	995	

Hongkong price includes spare rim Right Hand Drive (4.80) Spare Tyre & Tube, (12.20) Bumpers, (9.50) Export Refinements on Roadster and Tourer (13.50).

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Piston Displacement 194 Cubic Inch. Wheel-Base 102 Inches.

Speed 65 M.P.H.

Half-Ton Chassis (20 x 4.50 Tires) 1,740 lbs. G\$400 G\$34 G\$111 G\$545

Hongkong Price includes Right Hand Drive (4.80) Spare Tyre and Tube, (12.20) Front Bumper (4.75) Bult Horn (8.00) Refinements (4.25).

## INTERNATIONAL SERIES "L Q" UTILITY.

R.A.C. Horse-Power Rating 26.53.

Brake Horse-Power 34 at 2,600 Revolutions.

Piston Displacement 194 Cubic Inch. Wheel-Base 102 Inches.

Speed 45 M.P.H.

1/4 Ton Chassis (30 x 5 Tires) ... 2,435 lbs. G\$545 G\$ 40 G\$130 G\$770

Hongkong Price includes Right Hand Drive (4.80) Spare Tyre and Tube (27.20) Bult Horn (8.00)

All Prices and Specifications subject to change without notice.

THE HONGKONG HOTEL GARAGE  
25 Queen's Road Central Tel. Central 4759.

## Endurance

beyond anything you have known--

POUNDING over the every field of tire endeavor.

at fifty, sixty, seventy

miles an hour. Subjected to intense strains as four

wheels are applied, and

piling up records that no

other tires in the world

can approach—Firestone

Gum-Dipped Tires hold

unparalleled records in

Dollar."



**Firestone**  
GUM-DIPPED TIRES

THE DRAGON MOTOR CAR CO., LTD.

Telephone C. 1246 or 1247.

WONG NEI CHUNG ROAD, HAPPY VALLEY.



FRENCH ATTITUDE  
ON NAVY.DETERMINED FRONT AT THE  
LONDON CONFERENCE.

## COLONIAL SECURITY.

Paris, Dec. 20.  
French naval policy was clearly defined by M. Leygues, the Minister of Marine, speaking on the Naval Estimates in the Chamber to-day.

He declared that the London Naval Conference was only a preparatory discussion, its object being to aid the Disarmament Conference at Geneva.

Secondly, he declared, France would not agree to any arbitrary standard of measurement, but the French delegates to the Conference would reserve full freedom of action for France and set forth her needs based upon security.

All the members of the Government were entirely agreed on the policy to be followed and the French delegation would present a united front.

M. Leygues said that disarmament depended upon security. France had a right to assure its security as long as the League of Nations did not assume the responsibility with adequate forces.

The French delegation would go to London determined to collaborate in every way towards the reduction of expenditure on armaments, and in conciliation.

France would state her needs in the ratio of her Colonial Empire not arithmetically but politically. She would show that in view of her world position she could not be relegated to the background.—*Reuter*.

## Japan's Cardinal Points.

New York, Dec. 20.  
Mr. Wakatsuki, interviewed by *Reuter*, said if the proposal for a holiday in capital ships came before the conference, the Japanese delegation would be prepared to consider a similar agreement on aeroplane carriers.

According to the newspapers, the Japanese estimate of a holiday in capital ships will save them £65,000,000. Mr. Wakatsuki did not reveal whether he discussed the matter with Mr. Stimson, but it is understood the Japanese viewpoint has been made known officially to the United States. The question will be raised at the London conference in connexion with consideration of the battleship replacement programme.

It should be noted that the *Washington Post*, which is the largest morning paper in Washington, is somewhat jingoistic. It is owned by Mr. E. B. McLean, who inherited vast fortunes from his father, the founder of the paper. Mr. McLean is known as a *personne privée* at White House, as his leading articles on various occasions have caused the administration much political embarrassment.

Later, Mr. Wakatsuki in an interview reiterated Japan's cardinal points. Firstly, insistence on seventy per cent of the greatest naval strength allotted to other nations; secondly, a holiday in the construction of battleships until 1936; thirdly, freedom to build any number of necessary submarines. He added that the amount of Japanese submarine tonnage had nothing to do with the programmes of France, Italy and other Powers.—*Reuter's American Service*.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parentheses indicating deaths: Plague, Alexandria 2 (1); Baghdad 1 (1); Phnom Penh 1 (1); Cholera, Calcutta 1 (36); Taticorin 2 (6); Phnom Penh 2; Small-pox, Berbera 5 (3); Baghdad 10 (6); Bombay 13 (4); Calcutta 34 (22); Cochin 66 (6); Karachi 1; Madras 10 (2); Moumein 3 (2); Batavia 2 (2); Canton 3.

His Excellency the Governor has nominated the following as Members of the Court of the University of Hongkong for a further period of three years:—Chau Yue-ting, A.H. Crook, K.E. Greig, Li Yau-tsun, Li Yik-mul, Lo Chung-kue, J.H. Seth, Wong Kam-fuk and Wong Kwong-lin; and as representing Grant in aid Schools, the Bishop of Victoria, Bishop Valtorta, and Mr. W. L. Pattenden.

At the conclusion of the final performance of "The Geisha" on Monday night, an auction sale will be held of the costumes worn in the production. "Takemina" will wield the hammer while "Wun-hi" will act as his clerk.

## CLOUDY WEATHER.

The weather forecast till noon to-morrow is:—North winds, fresh; cloudy.

THE CHINA LIGHT  
MEETING.

(Continued from Page 1.)

## Expert's Report.

In view of the great development of our business last year, your Directors decided that the time had come to obtain the services of a first-class consultant to report on the position of the Company generally and advise us more particularly as to the steps to be taken to ensure our developing on the most modern scientific lines. For this purpose we engaged Mr. A. H. Preese, of the well-known firm of electrical engineers, Messrs. Preese, Cardew & Rider, of London, to come out from Home and thoroughly investigate our position from a technical standpoint. This he has done, and your Directors are pleased to tell you that his preliminary report is a most satisfactory one to us and especially as regards the steps to be taken in respect of the trade from Fanling.

## My Selections are:

## FANLING HUNT.

WHAT TO BACK AT THE  
RACES TO-MORROW.

(By "Ringtail")

Excellent sport is promised for tomorrow's steeplechase meeting of the Fanling Hunt and Race Club.

Some good ponies are engaged and fields should be on the large size in most of the events.

The course is in excellent trim,

having been sprayed daily, the Clerk of the Course, Mr. Hazelton, having made some very wonderful improvements lately.

The railway authorities have made arrangements for a big crowd, and visitors may enjoy a fine trip into the country and enjoy the day's racing for the small outlay of \$2, which covers everything.

Plenty of time is allowed between the last race and the departure of the train from Fanling.

My selections are:

## 1st Race.

1 Erin's Isle  
2 Lightning  
3 Social Mark.

## 2nd Race.

1 Fanling Star  
2 Fire Call  
3 James' Pig.

## 3rd Race.

1 Ace Of Spades  
2 Montana  
3 Safety Last.

## 4th Race.

1 Target  
2 As You Like It  
3 Fernleaf

## 5th Race.

1 Christmas-Frolic  
2 Lightning  
3 Diana.

this recognition of their good services in the splendid results presented to the shareholders today.

Whilst recognising the excellent work of our staff, I must not withhold shareholders' full-measure of praise to the gentlemen of the Board who, I feel sure, must have given of their best in time, thought and anxious care, in the best interests of the shareholders, in order to achieve the very excellent results which they were capable of placing before us.

Honorarium for Directors.

Most of us are aware that the Board of us have faced with unusual and complex problems during the past year. The solution of those problems called for the exercise of tact, good judgment and foresight. That they were resolutely faced and, happily, as successfully overcome in a manner entirely satisfactory to the shareholders, the report and statement of accounts before us and the Chairman's speech, which we have just heard, bear eloquent testimony.

It is with very great pleasure, therefore, that I propose an amendment to the Chairman's resolution, viz., that, in addition to adopting the report and accounts as presented, a further appropriation of \$10,000—the equivalent of one year's fees—be made as an honorarium to the existing Directors, as evidence of our appreciation of their painstaking labour on our behalf, to be divided as may be agreed amongst themselves. I shall be glad if someone will kindly second my proposal.

Mr. M. O'Brien seconded.

The report and accounts were then adopted, as amended by Mr. Bradbury's motion.

SCENE OUTSIDE  
EMBASSY.SEQUEL TO COMMUNIST  
DEMONSTRATION.

Hubert Huggins Lovell, aged 42, described as a secretary, of Granham, Upminster, Essex, again appeared at Westminster recently on charge of using insulting words arising out of the recent Communist demonstration in front of the United States Embassy in Grosvenor-gardens.

It was alleged that when the police tried to prevent the procession approaching the Embassy, Lovell was told to go away, he replied, "You and your horses won't stop us going where we want."

Mrs. Ellen Smith, of Hart-street, Islington, called for the defence, said that she heard the police use "dirty and filthy language."

A venerable Scot purchased a little radio set, and a few days later his friends asked him how he liked it.

"Well, it's a right to listen to," he replied, "but those ballys are nice, sue gude to read by."

Mr. Richard Pugh, of Futham, stated that he saw Lovell struck twice on the head by a constable.

Mr. Boyd, the magistrate, said that Lovell invited the workers in the demonstration to disobey the orders of the police and indulged in most provocative conduct and offensive language.

The charges which Lovell had made against the police were unfounded.

Lovell was fined £2 and £6 6s. costs, or one month's imprisonment.

Mr. Boyd added that as Lovell was at present bound over to keep the peace for twelve months it remained to be seen whether the recognisances for that would be called in.

There was a "scene" while evidence of previous convictions against Lovell was being given.

Mr. Boyd had remarked that there was no need to mention a committal order made against Lovell for failing to maintain his wife, when Lovell jumped up and shouted, "This is done deliberately. Damn it all, the woman is a police spy."

A number of women sang "The Red Flag" as they left the Court.

GUNMEN RAID NAVAL  
BASE.

## AUDACIOUS NEW YORK CRIME.

New York, Nov. 43.  
One of the most amazing of New York crimes was perpetrated last night when a band of fifteen to twenty gunmen descended on the Naval Supply Base buildings, bound and gagged the officer of the day, Lieutenant Clinton, made prisoners of six civilian workmen, and then worked five hours vainly trying to force a safe containing \$6,000 dollars (£17,200) in Navy Department funds.

The robbers arrived in three motor-cars. From the first of these five men jumped, overpowering the guard at the gate, through which all three cars made their way to park inside the enclosure. They then forced the workmen to open the door into the building.

One of the raiders next equipped himself with the guard's cap and badge by which he got near enough to the other workmen to cover them with his pistols before they took alarm.

With the prisoners carefully bound, the raiders set to work on the safe with torches and drills. When at 6 a.m. the safe still resisted their efforts the raiders withdrew in the cars, leaving their captives, of whom the Lieutenant finally wriggled free from his bonds, and telephone to the police.

## The very idea!

Furs and fur trimmings are prominent notes elsewhere than in feminine fashions this year. The latest Paris coats for dogs include some elaborate examples, made either entirely of fur or trimmed with it.

Two tiny Pekinese lying on the knees of a woman at a dress show the other afternoon were both clad in fur jackets.

One was made of separate skins of some kind of marten sewn together, those on the dog's back being complete with little masks which rested on his head.

It seems fashionable nowadays to have two of these little animals, one to carry under each arm.

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Mr. Palastranga, the verger at the garrison church of Holy Trinity, Windsor, has trained a pigeon to take home messages to his wife during the morning services.

Mr. Palastranga, who was a machine gunner in the 2nd Life Guards during the war, said to a *Daily Mail* reporter that the pigeon was hatched in the tower of Trinity Church, and he began to train it when it could fly. He stated:

"I take it with me to church in a little basket, and when I have learned the rector's instructions for the services I send a message to my wife as to the time she may expect me to dinner."

Man at West London: Yes, I was drunk. It was my 21st birthday. It's the first time it's happened.

Woman applicant at Willesden: My neighbour complains about my aerial. She says that it is the wrong wave length and upsets her washing, making it black soot. The wave length seems all right for her bad language, anyway.

Tottenham Man: What am I to do? I have no money, but I can't have my character stained going to prison.

Woman at Bow County Court: I never row with my husband before I get my money.

Married women don't know the elements of law, but they have the vote.—Judge Turner, at Westminster County Court.

Mrs. Annie Loh, the Vice-Principal of the Tich-Hwa's School for destitute Chinese boys and girls in Shanghai, arrived here yesterday on her annual visit to collect subscriptions for the maintenance of the school. There are over 600 scholars, and the work being done is deserving of hearty support.

## SHOP IN COMFORT

For the convenience of our customers we are keeping open until 6 p.m. this evening.

Wm. Powell, Ltd  
10, Ice House Street.ARTS & CRAFTS  
HONGKONG & SHANGHAI.Interior  
Decorations in

Modelled Plaster, Monumental Sculpture in Marble, Stone, Reinforced Cement, Cast and Wrought Metals, Stained and Painted Glass, Parquetry Floors, Architectural Joinery, Cabinet Work, Furnishing Fabrics and Carpets.

Sketches and estimates submitted free of charge for interior decorations of private residences and public buildings.

ARTS & CRAFTS,  
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1 & 3, WYNDHAM STREET ("Morning Post Building")

## Useful Gifts.

Hand Bags with silk scarves from \$23.50

Hand Bags from \$5.50

Bridge Sets in leather cases \$10

Cigarette cases with match boxes in leather \$7.50

Evening flowers in fancy gift boxes from \$2.50

Leather and Suede Flowers from \$1.50

Ladies' & Children's Handkerchiefs from 95 cts.

We are open on Saturday until 5.30 p.m.

Vanity cases from \$2.50

Fancy Combs from 95 cts.

Covered Coat Hangers 50 cts.

Needle cases 50 cts.

## "RICKSHAW" BRAND

TO-DAY ONLY. at 2.30, 5.30, 7.20 &amp; 9.20 p.m.

FRED THOMSON in

**"JESSE JAMES"**

The man nobody knew! Jesse fought and made love in the same manner—with a grin on his face, and a smile in his eye! Brought to life by the producers of "The Covered Wagon."

Special Added Attraction  
During 5.30, 7.20 & 9.20 p.m. performances

**LEVANTE**

and his illusions. A forty minute performance that is  
WEIRD, UNIQUE and THRILLING

Supported by **MISS GLADYS COLE**

Popular Music on "L'Organola" Piano  
Accordéon.

AT THE

**MAJESTIC**

NATHAN ROAD, KOWLOON.

**SORE THROAT THE ENEMY**

EVANS' PASTILLES are a true shield against all winter ills such as Sore Throats, Coughs and Colds. Their antiseptic vapours penetrate into the inmost cavities of the nose, throat and chest, killing all germs and quickly soothing the inflamed organ.

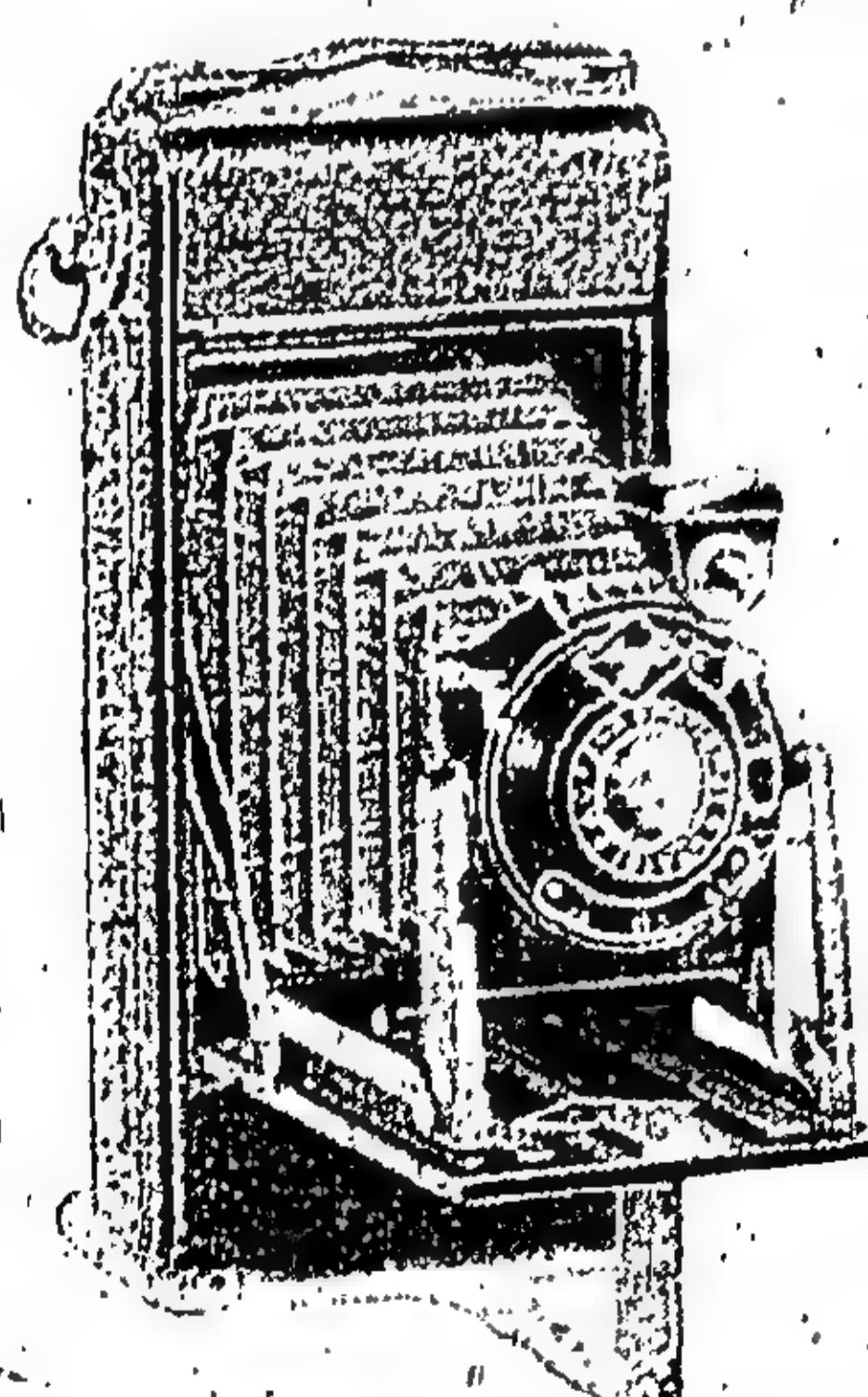
Made in England to the formula of the Liverpool Throat Hospital and sold by Clements' Incorporated.

**EVANS'**  
ANTISEPTIC THROAT  
Pastilles

**BILLY**

The Little Pocket Camera

Lens:  
1/2 in. Sigtar  
F: 8.8  
Anastigm.



Its smallness  
slimness and  
light weight  
fit it to be a  
constant com-  
panion.

Instant  
readiness for  
use.

Sharp  
pictures  
at all  
distances.

The Agfa-Billy  
takes pictures 3 1/2 x 2 1/2 ins.

Makes Photography  
a pleasure.

The best Xmas Gift

Obtainable from all leading photographic dealers.



Scene from JESSE JAMES, starring Fred Thomson, which will have its final showing to-day at the Majestic Theatre Kowloon.

## DIPLOMATS AND JOURNALISTS.

(Continued from Page 8.)

bergh say to you, Mr. Ambassador, as you sat on his bed on the night of his arrival in Paris?"

He suddenly realized that he had forgotten what Lindbergh said and therefore he converted his rhetorical question into a real question. "Tell me, Mr. Ambassador, what Lindbergh said when you were sitting, etc. . . ."

The Ambassador had not the smallest recollection, so he replied: "Go on, it is your story."

The speaker paused, disconcerted: "I am afraid that perhaps I am betraying a confidence. I cannot repeat what he said without your permission."

"But you have it," said the Ambassador.

"All the same, I would rather that you tell them."

"By no means," said Mr. Heyrick. "Tell it what he said."

Everybody by this time understood precisely the cause of the contretemps, and there was, a general cry for the observation of Lindbergh. The speaker might have joined in the laughter by confessing that he had forgotten, but he preferred to gain time. "I feel that I should not give away a secret . . . Well, there is Mr. . . . who also heard what Lindbergh said. Perhaps he will tell us."

Mr. . . . shook his head. He did not know, and if he had known he would not have spoiled the joke.

For five minutes he endeavoured to induce somebody to finish his story, but his efforts were with-out avail. "He had to finish somehow, and so, making a supreme effort, he revealed the secret."

"Did he not say, Mr. Ambassador—did he not say—did he not say that you sat on his bed, 'Well, I'm glad it's over!'"

The anticlimax was irresistible—Sisley Huddleston in the *Christian Science Monitor*:

## VIGOROUS HOCKEY.

## HONGKONG CLUB AND THE RECREO DRAW.

A vigorous hockey game resulted from the meeting of the Hongkong Hockey Club and the Club de Recreio on the former's ground at King's Park yesterday evening, when both sides succeeded in scoring one goal. The score by no means represent the strength of the two sides because the Hongkong Club were on the offensive a good deal more than their opponents but the latter are to be congratulated on the sturdy defence put up by their backs and goalkeeper, Barros. The latter saved well on several occasions and was largely instrumental in keeping the Club's score down.

The Club, although having some advantage in weight, found they were up against a stiff opposition in trying to pass the opposing defence, and the tenacity with which the defenders stuck to their work, constantly broke up attacks. The forwards were forced but weak in combination, and very often the ball was not passed quickly enough.

Beaumont scored the first goal of the match for the Hongkong Club and this lead was maintained until shortly after the second half had commenced, when A. M. Xavier equalised with a hard, rising drive close in, which gave the goalkeeper no chance.

Teams for Next Week.

The following will represent the first eleven of the Hongkong Hockey Club in their match with the Navy on the U.S.R.C. ground at 4.45 p.m. next Friday:—C. E. Moore, W. Woodward, J. E. Henry, J. Rodger, A. A. Dand (captain), J. E. Noronha, T. J. Price, G. E. R. Divett, C. C. Francis, E. J. R. Mitchell and D. M. McDougal.

The second team, to meet the Tamar on the R.N.O.S.C. at 4.45 p.m. on Monday, will consist of W. Brownman, J. E. Henry, L. F. Nicholson (captain), L. A. R. Duncan, R. W. Skip, A. R. Boelho, Major Kerrich, O. Butler, L. G. Frost, D. M. McDonald and E. C. Fincher, Referee.—N. Evans.

## SHARE PRICES

## TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks

Hongkong Bank, \$1320 ss.  
Chartered Bank, 4181 n.  
Mercantile A. & B., £301 n.  
East Asia \$95 b.

Insurance

Canton Ins., \$695 n.  
Union Ins., \$358 b.  
North China Ins., Tls. 160 b.  
Yangtze Ins., \$50 n.  
China Underwriters, \$2 n.  
China Fire, \$310 b.  
H. K. Fire Ins., \$315 n.

Shipping

Douglas, \$25 n.  
H. K. Steam oat., \$271 b.  
H. K. Tugs, \$2 n.  
Indo-Chinas, (Def.) \$70 n.  
Union Waterbotts \$22 n.

Mining

Bengt, \$470 b.  
Kailam, 55 n.  
Langkota, 1/2, 13 61 n.  
Shai Explorations, Tls. 1.30 n.  
Raubs, \$1 20 n.  
Tronha, 21 n.

Docks, etc.

Kowloon Wharves, \$143 n.  
Whampoa Docks, \$321 b.  
China Provident, \$540 b.  
Hongkong, Tls. 190 n.  
New Engineering, Tls. 7.50 n.  
Shanghai Docka, Tls. 95 n.

Cottons

Ewo Cottons, Tls. 15 n.  
Oriental, Tls. 2.30 b.

Silai Cottons, Tls. 74 (old) b.

Lands, Botels, etc.

H. and S. Hotel, \$11.45 ss.  
H. K. Lands, \$641 n.  
Shui Lands, Tls. 161 n.  
Humphreys, \$14.50 s.  
Realities, \$7.90 n.  
Chinese Estates \$98 s.

Public Utilities

Tramways, \$18.55 n.  
Peak Tram, (old) \$11.75 n.  
Star Ferries, \$691 n.  
China Lights, (Old) \$17.70 b.  
H. K. Electric, \$654 ss.  
Macau Electric, \$23 b.  
Telephones, \$7.85 b.  
China Busos, Tls. 156 b.  
Singapore Traction, 10/-

Industrials

China Sugars, '90 n.  
Malabons, \$27 n.  
Cald: Macq. Ord: Tls. 11 n.  
Canton Icos, \$2.50 n.  
Coments (Comb.) \$13.30 ss.

Ropos, \$71 n.

United Asherton \$5 b.

Stores, etc.

Dairy Farms, \$211 s.  
Watson, \$12. n.  
Dor. A. Wings, '80 n.  
Lane Crawfords, \$1.85 b.  
Mackintosh, \$18 b.  
Sindres, \$12. n.

Miscellaneous

Amusements, \$281 s.  
Constructions, \$1.30 b.  
D'quo Ind. G. Bonds, 61% s.  
H. K. G. Loan 41% s. From.

## GIFTS HE CAN

## WEAR

The most useful presents of all are clothes, but they must be of the right kind—of reliable quality.

To receive an X'mas gift bearing the "Powell" Label, he knows he has a present well worthy of the giver as they have an established reputation for reliability, good value and good taste.

## A FEW GIFT SUGGESTIONS—

## SOCKS

in  
Cashmere,  
Lisle and Silk.

## GOLF HOSE

in plain and  
fancy colours

## SCARVES

in Silk and Wool  
in White & many  
smart designs.

## PULLOVERS

and  
SWEATERS

we strongly feature.  
These are to be  
found for Day Wear,  
Golf, Cricket, Tennis,  
Yachting, Riding, Etc.

Dressing Gowns  
and  
Travelling Rugs

## HANDKERCHIEFS

in  
Silk, Linen and Lawn,  
attractively arranged.

## NECKWEAR

To Tie into a Bow  
or Knot—many, with  
Handkerchiefs  
to match.

## GLOVES

in Chamois, Fabric and  
Buckskin—  
Lined or Unlined.

## SLIPPERS

There are also Pocket Wallets, Money and  
Key Purses, Collar-Boxes, Suit, Attache and  
Writing Cases, Tie and Trouser Presses,  
Walking Sticks and Umbrellas, Etc., Etc.

## Inspection Invited

## Wm. POWELL, Ltd.

The Gentlemen's House

10, ICE HOUSE STREET.



Read about the  
INDIVIDUAL gift!

...as individual as the hand that will use it! More than in any other year, Eversharp are the personal gift, the gift that will always bear evidence of the care with which it was chosen.

For, all Eversharp are "custom-built" now. You choose, from fourteen, the nib that will suit the user's style of writing. Then you choose a holder, from the large group of Eversharp in many styles, sizes and colours. Your dealer joins the two before your eyes; can any gift be more certain to reflect the always-sought, true spirit of giving?

Pencils to match all pens. Sets come in attractive gift boxes. See them at your dealer's.

WAHL EVERSHARP PENS-PENCILS  
Made in Wahl City, Chicago, U.S.A.  
Look for this GOLD SEAL trademark

M. S. MOSES & CO., LTD.

**Merry Christmas!**

**GIFTS**  
TO SUIT EVERY TASTE

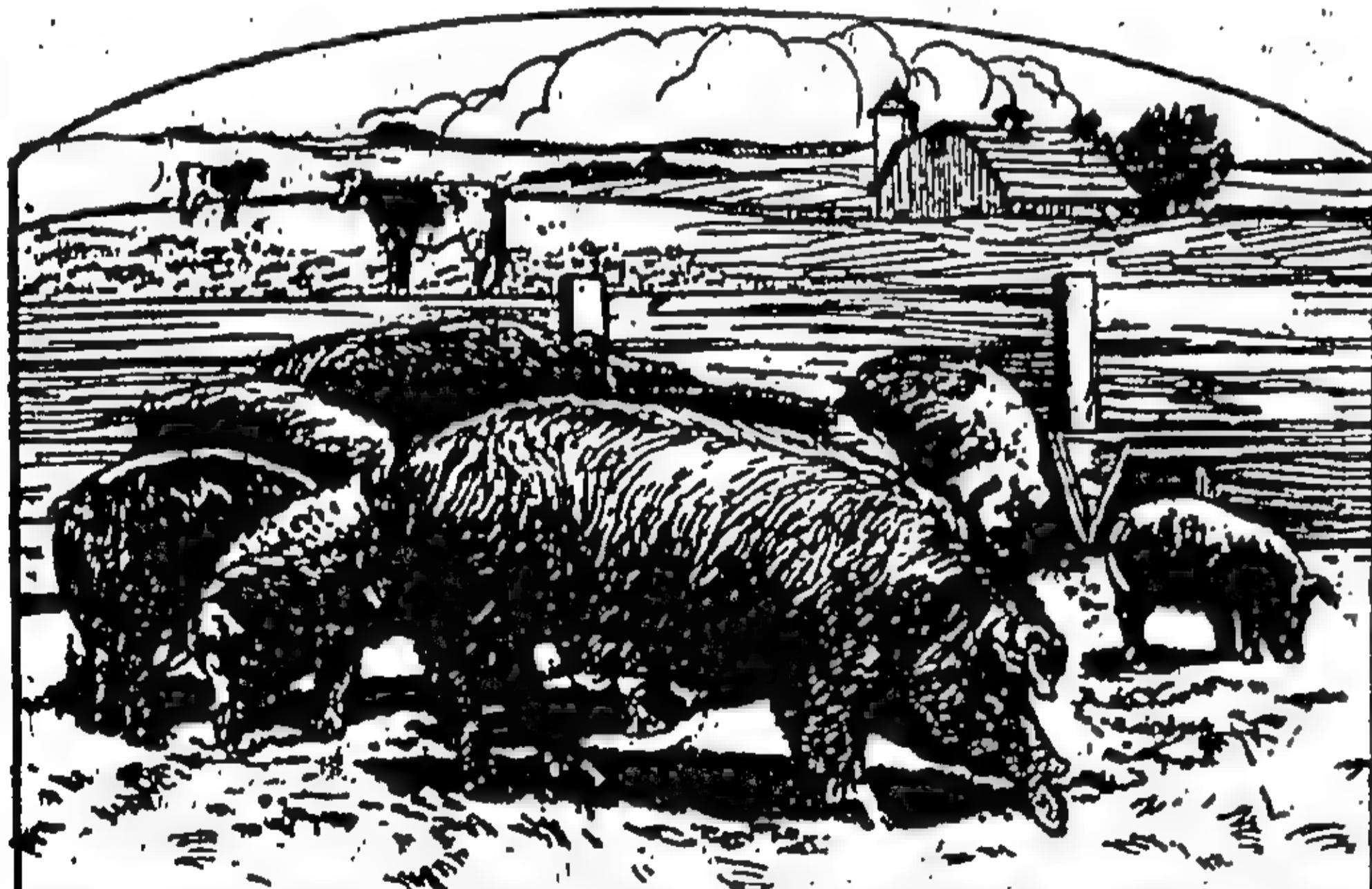
The latest and best **PERFUMES** from the leading French Houses.  
Tasteful **TOILET** Requisites.  
The choicest English **CHOCOLATES**.  
**CAMERAS** and **CUT GLASS WARE**.  
This is but to name a few of the beautiful articles which make appropriate **GIFTS**.  
Before you purchase your **XMAS PRESENTS** it will be worth your while to pay us a visit.

**THE COLONIAL DISPENSARY.**  
13, Queen's Road, C. Tel. C.1877.

**THE QUEEN'S HOSIERY STORE**

SPECIALISTS IN THE LATEST AND BEST HOSIERY STYLES.

NOTE THE ADDRESS. 37, Queen's Road, C. JUST P ST QUEEN'S THEATRE



**Charles Lamb** — in his dissertation on the Pig, was the first to tell us how the Chinese do live their pig — dead and roasted!

**BUT—There are Pigs and Pigs!**

These are

**DAIRY FARM PIGS.**

Quint little fellows fed on the fat of the land.  
**DAIRY FARM MILK** — and all the good things in "Pigdom"

**IS THERE ANY DIFFERENCE IN PORK?**

For goodness' sake! — Where do you live?  
Try it, and then you will know. Cooked to a turn — and the "crackles!" — UM?

**DON'T WAIT FOR CHRISTMAS. TREAT YOURSELF NOW!**

THERE'S NOTHING FINEER THAN —

**DAIRY FARM PORK****A NEW \$40,000,000 WORLD FAIR.****PALACES OF WONDER ON MAN-MADE ISLANDS.**

New York, Nov. 13. Eminent scientists of Britain and other countries are to be asked to co-operate with American scientists in arranging, on novel lines, the greatest international exhibition ever held.

This will be the Chicago 1930 "world fair," to celebrate a century of scientific progress.

At least \$40,000,000, and probably a good deal more, will be spent upon it.

General Dawes, the U.S. Ambassador in London, is chairman of the finance committee, and his brother Rufus is chief organiser.

In their quest for something new for the great exhibition at "The Gateway of the West," the captains of industry have resolved to enlist the aid of science — without the old jargon and mystification.

Dame Nature as Exhibitor.

Discussions by industrialists, financiers and men of learning have just been held in New York.

Scientists have agreed on the basic outline and the scope of the exhibits, and I am privileged to make the result public through *The Daily Chronicle* for the first time anywhere.

The plan decided upon is (to use their own terms) — which are, perhaps, after all, not so simply phrased as they might be) "a dramatised philosophy and pattern" showing the major contributions of pure and applied science to industrial development during the last 100 years.

Their method opens up a fascinating prospect.

For instance, in the section of botany will be shown plainly what goes on in such a vital sun-driven factory as a blade of grass or a pine needle.

The process of producing all kinds of crops, without which mankind could not exist, can be made visible in a way easily understandable.

The lay visitor's interest will be aroused at the start by his being brought to realise that the initial formation of leaf-green (or chlorophyll, as the scientists term it) was the greatest single step in the history of living things.

If ever the intimate process by which leaf-green uses energy from sunlight and converts it into power could be determined — and perhaps some day it will be — chemical machines or converters could be set up to function in a parallel manner.

What this would mean opens up a vista of possibilities that staggers the imagination.

Chicago's exhibition buildings will be of exceptional beauty.

They will stretch for miles on a series of man-made islands, along the shore of Lake Michigan, and in the city's lake-front parks.

*Well, Anyway...*



*This One Thing about the New Raised Beach Dunes—*



*This Will Measure A Whole Lot, I'm Sure!*

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"That's you all right, Billy boy.... I say, I wish somebody had made a movie of me when I was that age."

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"The Kodascope, it's called. When I've run through my own pictures I'll show you one or two big-star films I've borrowed from the Kodascope Library."

"Well, Charles, aren't you glad we looked in?"

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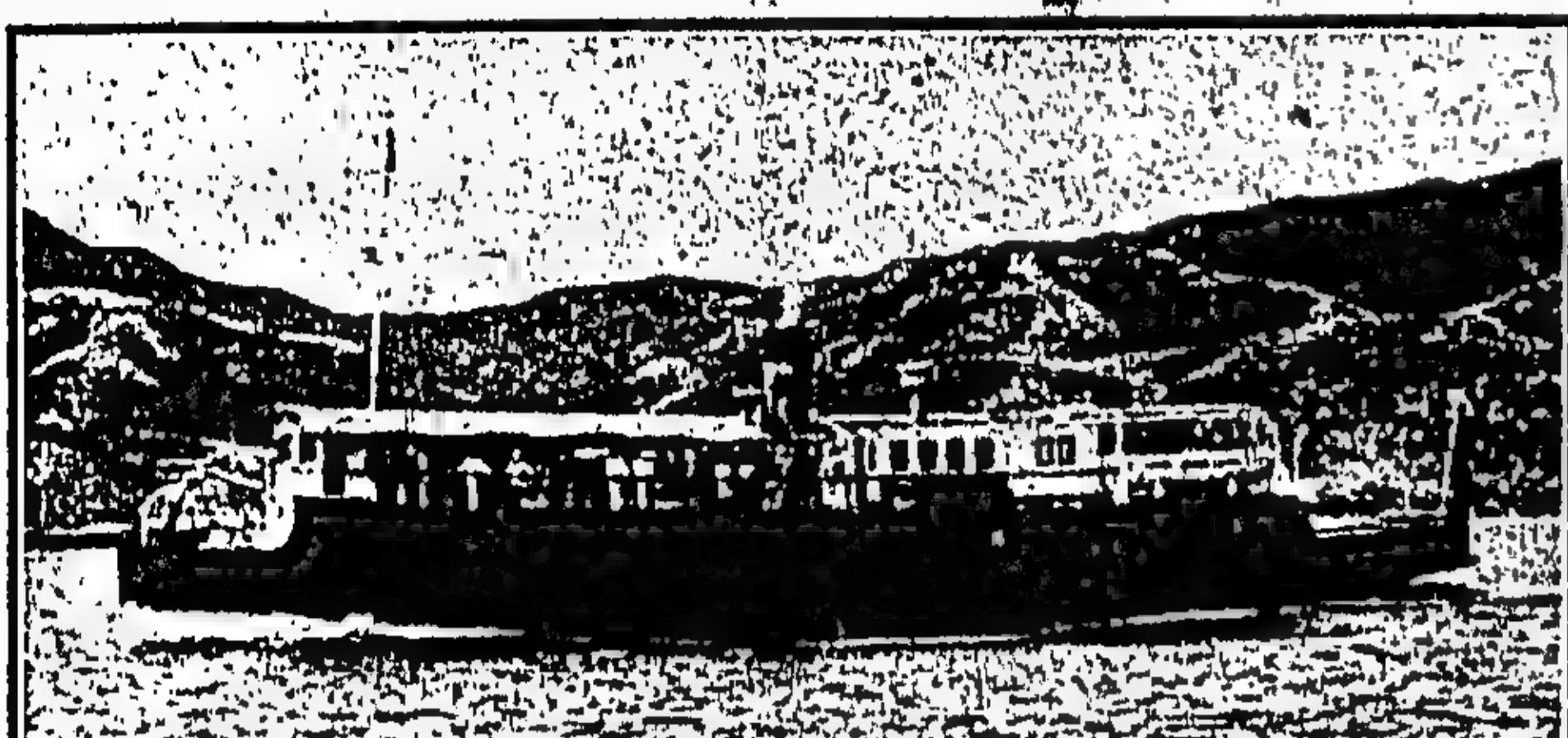
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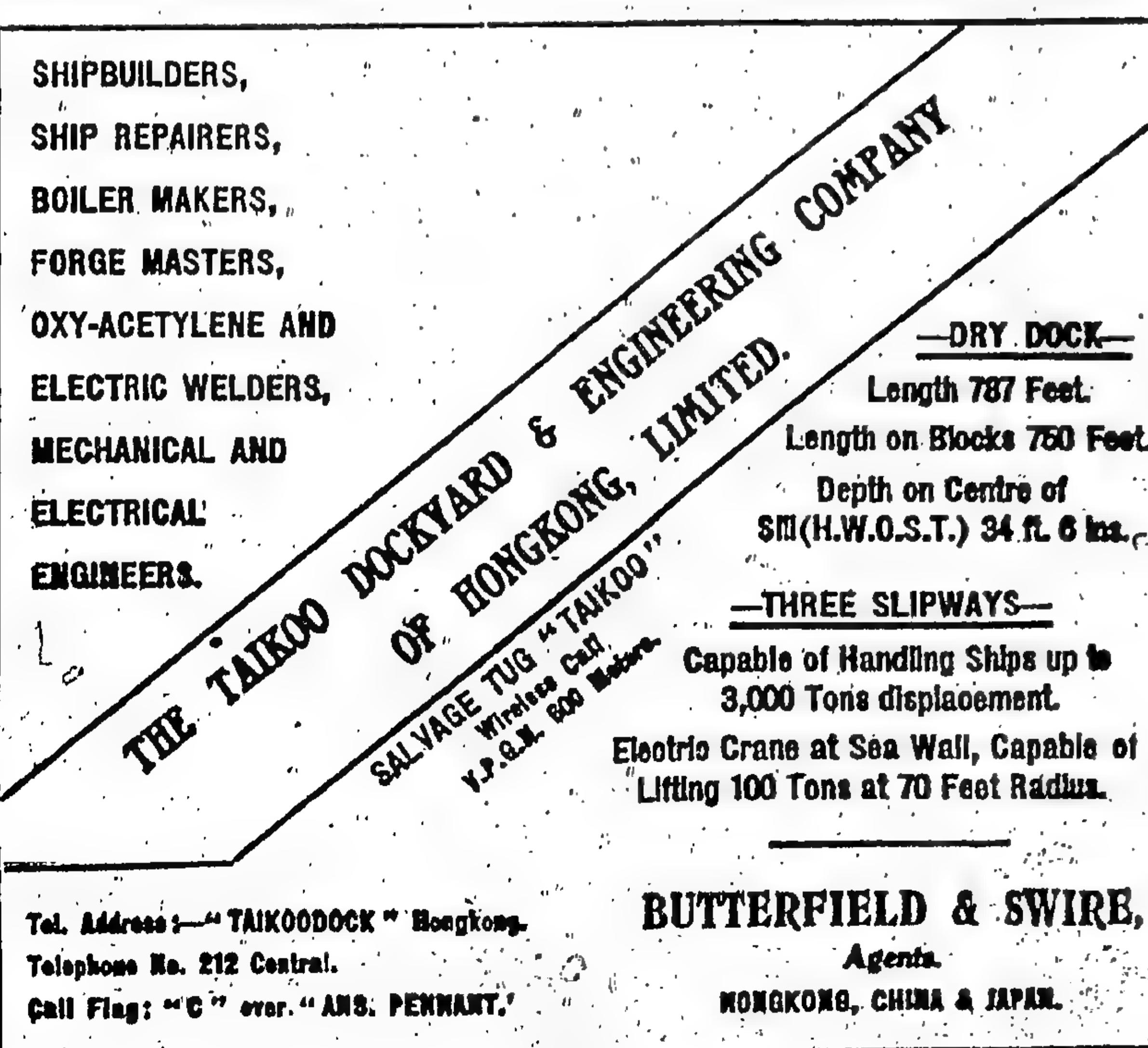
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MR. SNOWDEN'S  
FUTURE.

"AN IMPARTIAL PORTRAIT."

"Philip Snowden," by "Ephe-  
sian" (Mr. C. E. Beechhofer Roberts) (Cassell and Co., 7s. 6d.  
net), casts no fierce light upon the  
Chancellor of the Exchequer, but  
contrives to portray him with a  
fair measure of impartiality.

It has a picturesque story to tell.  
The triumph of a man, over the  
harsh conditions of his boyhood;  
his rise in the nascent Labour  
political movement; the imposition  
of his personality upon friend and  
foe alike, are matters for an attrac-  
tive biography, and there is  
the added fact of how in a high  
and responsible office of State he  
has just won applause both at  
home and abroad.

Early Days.

Mr. Snowden was born on July 18, 1864, at Cowling, near Keighley, in the West Riding of Yorkshire. A strenuous youth, some years of it spent in the Excise, and much of it in journalism, received a shock through serious cycling accident which made retirement from the Civil Service necessary. His energies were thrown into local politics, and his candidature for the Keighley Division was cut short through failure to gain the suff required to go to the poll. His name in politics was made, however, and although he was defeated at Blackburn in 1900 and again later at Wakefield, he won the former seat in 1906. His political way was now clear.

In the meanwhile he had married Miss Ethel Annakin, of Harrogate, and it was noticed that a clash of views between the two shortly before occurred in the "Labour Leader" over the Temperance question. On this subject his opinions have hardened, and whereas Mr. Snowden had advocated the public ownership and control of the drink traffic, he has later supported Local Option, Sunday closing, and various other minor forms of partial interference with the private sale of liquor.

"Ephe-ian" sketches very carefully the Chancellor's career in Parliament and Labour politics, with many citations to show the Yorkshire tenacity with which he has stuck to his principles, and his independence of view even against his own party.

"Mistaken" War Views.

It may not be known that at the outbreak of War Mr. Snowden was at Vancouver and boarding a steamer for New Zealand. During this passage of the Pacific his vessel was in imminent danger of attack by German cruisers, and had continually to change course to avoid them.

"Ephe-ian" it is to be noted, pronounces that Mr. Snowden's view of the War was mistaken. He "attached a false importance to the influence of the pacific action of the German Socialists, and on these mistaken premises his logical mind built up a platform of argument, which, of necessity, became more and more remote from reality every time he spoke."

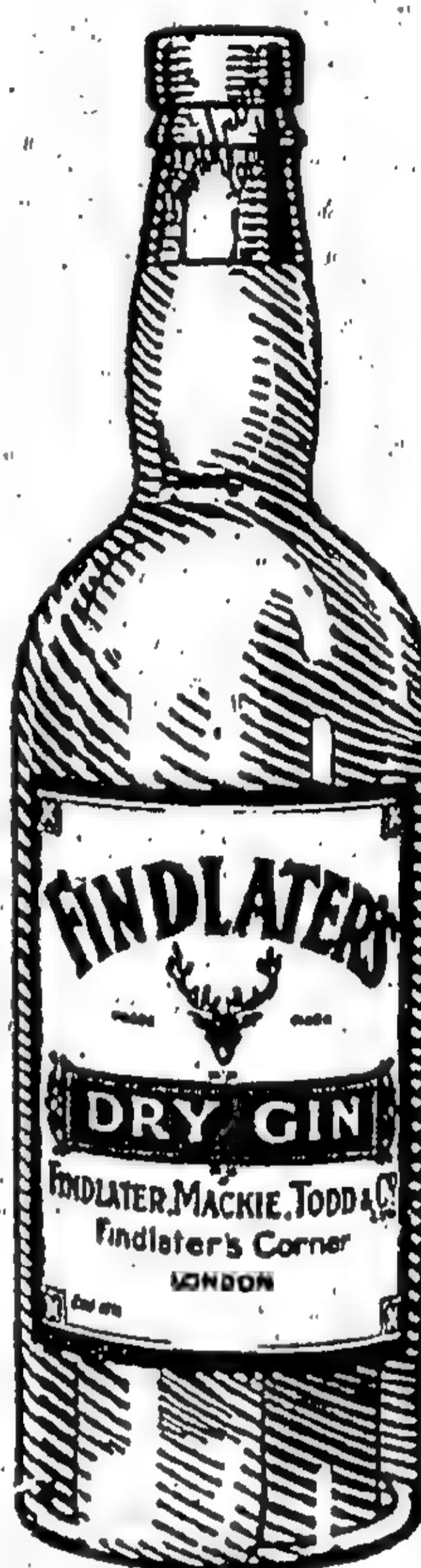
The concluding chapter gives a concise and reasoned statement of Mr. Snowden's case at the Hague Conference last August, to the future, "Ephe-ian" is evidently doubtful whether the present moderation of the Labour political leaders, among whom the Chancellor is one, will be able to control the passions it has unchained. The opportunity of the Labour leaders, he thinks, is to balance the probable defection of its extreme wing by attracting the moderate Liberals. Nationalisation and opposition to it will be the two standards round which the battle of the future will be fought. And of the man with the "bitterest tongue and the sweetest smile" in the House, he predicts that he will yet be Prime Minister.



Proper clothes and falling  
off a horse are both riding  
bait with some people.

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**POOR PRISONERS.**

**IMPROVED FACILITIES FOR  
LEGAL AID.**

In the House of Commons, recently, Mr. Turton (G. Thirk) moved the second reading of the Poor Prisoners' Defence Bill, which, he said, was introduced to bring the Poor Prisoners' Defence Act of 1903 up to date.

That Act provided that in case where a man had not the means to employ solicitors of counsel, he should be entitled to have legal aid assigned him, provided that he had disclosed a defence in the evidence given or in a statement made before the committing justices. That was an essential condition precedent.

It was his belief that there were many men and women now living in England, free and without a stain on their characters, who, but for that Act, would have been convicted felons or branded with the definition "with a past." But that Act suffered from want of clearness of expression and narrowness of scope.

It was the first axiom of English criminal law that the prosecution had to prove their case, and the Act of 1903 was not intended to force a prisoner to show his defence so as to bolster up a weak prosecution. (Cheers.) Sub-section 3 of Section 1 of the Bill defined "poor person" by providing that "a defence certificate shall not be granted" unless it appears to the certifying authority that his means are insufficient to enable him to obtain such aid.

Only an instalment.

At present there was no power to obtain legal aid until the committing justices had committed a person for trial. There were, however, grave charges which made it desirable that a man should have legal advice as to the conduct of his case.

There were cases in which the legal adviser in the higher Court was put in some difficulty by the conduct of a case in the lower Court by the man on trial. Before the committing magistrates a man might, without aid and without understanding the law, have examined, cross-examined, introduced unnecessary witnesses, and made statements not advisable at that stage.

Moreover, under the Criminal Justice Act, 1925, many grave charges that could not previously be tried in a court of summary jurisdiction could be so tried now. It was advisable, therefore, that there should be power in committing justices to grant legal aid to a person charged in respect of the conduct of his defence before them, and such power was contained in Section 2. The Bill, though only an instalment, was, he claimed, a great advance on the Act of 1903.

Sir J. Withers (C. Cambridge University) seconded.

Mr. McShane (Soc., Walsall) said the Bill did not go far enough, but he was prepared to accept it as an instalment.

Mr. Llewellyn-Jones (L. Flintshire) emphasised the importance of legal aid being forthcoming at the very outset of a case before the magistrates.

Sir W. Greaves-Lord (G. Norwood) welcomed the Bill as a substantial improvement in the administration of justice.

Home Secretary Approves.

Mr. Clynes (Home Secretary) said he thought the Bill took a



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long step in the right direction.  
It would dispel some of the re-  
maining suspicion that there was  
in England one law for the  
rich and another for the poor.  
The rich man had undoubtedly had  
an advantage in being able to buy  
defence, and it was only just that  
defence should be made available  
to all.

In his twenty-three years' ex-  
perience of the House he had  
never known such unanimity  
among persons learned in the law  
as in support of this Bill. His  
own attitude was one of whole-  
hearted approval, and he desired to  
see it speedily passed into law.

Mr. Macquisten (C. Argyllshire)  
wished to see the principle of the  
Bill extended for the benefit of  
initors in Civil Courts. At pre-  
sent, he said, the fees charged  
were so high that only rich cor-  
porations could afford to indulge  
in litigation. To the ordinary  
citizen the King's Courts were  
practically closed.

The Bill was read a second time.

**CHRISTMAS & NEW YEAR ANNOUNCEMENTS**

**PENINSULA HOTEL**

Tuesday, 31st December, 1929 New Year's Eve Carnival (8 p.m. to 1 a.m.)

Wednesday, 1st January, 1930 Special Tea Dance (5 p.m. to 7 p.m.)

**HONGKONG HOTEL**

Thursday, 26th December, 1929 Boxing Night Carnival (8 p.m. to 1 a.m.)

Wednesday, 1st January, 1930 Special Tea Dance (4.30 p.m. to 6.30 p.m.)

**REPULSE BAY HOTEL**

Tuesday, 24th December, 1929 Christmas Eve Carnival (8.30 p.m. to midnight.)

Tuesday, 31st December, 1929 New Year's Eve Carnival (Fully reserved,  
bookings now closed.)

Wednesday, 1st January, 1930 Special Tiffin (Orchestra 1 p.m. to 2.30 p.m.)

Wednesday, 1st January, 1930 Special Tea Dance (4.30 p.m. to 6.30 p.m.)

Motor Coaches from Repulse Bay Hotel

Special Ferry from Kowloon

After Christmas Eve Carnival and  
New Year's Eve Carnival

After New Year's Eve Carnival—1.30 a.m.

To Hongkong Hotel ..... 1.15 a.m.

Dinner ..... \$4.00 per person

To Peak Hotel ..... 1.15 a.m.

Special Tiffin ..... \$3.00

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Special Tea Dance \$1.00

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EMPEROR OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 21				
EMPEROR OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 4				
EMPEROR OF RUSSIA	Apr. 9	Apr. 12	Apr. 15	Apr. 17	Apr. 25				
EMPEROR OF ASIA	Apr. 30	May 3	May 6	May 8	May 17				
EMPEROR OF CANADA	May 15	May 18	May 20	May 22	May 30				
EMPEROR OF RUSSIA	June 25	June 28	July 1	July 3	July 12				
EMPEROR OF ASIA	July 10	July 13	July 16	July 17	July 25				
EMPEROR OF CANADA	July 23	July 26	July 29	Aug. 1	Aug. 9				
EMPEROR OF RUSSIA	Aug. 7	Aug. 10	Aug. 12	Aug. 14	Aug. 22				
EMPEROR OF JAPAN	Aug. 21	Aug. 23	Aug. 25	Aug. 28	Sept. 6				

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SPHINX	28th Jan.	ANDRE LEBON	29th Jan.
G. METZINGER	11th Feb.	POETHOS	12th Feb.
ANDRE LEBON	25th Feb.	CHENONCEAUX	26th Feb.
POETHOS	11th Mar.	ATHOS II	12th Mar.
CHENONCEAUX	25th Mar.	D'ARTAGNAN	26th Mar.
ATHOS II	8th Apr.	ANGERS	8th Apr.

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## KOWLOON UNION CHURCH.

### ANNUAL MEETING OF THE CONGREGATION.

Two resolutions, modifications of old resolutions, were adopted by the congregation of the Union Church, Kowloon, at the annual meeting of subscribers which was held last night.

The Rev. J. Horace Johnston presided, and was supported by Mr. D. Gow, Hon. Secretary, and Mr. D. F. Warren, Hon. Treasurer. The minutes of the last meeting having been read and passed, the following resolutions, after the chairman had explained them, were adopted:

(1) That the system of contributions to the Church Funds by Envelopes be re-established, but Annual or Semi-Annual subscriptions of any amounts be accepted from those who prefer thus to support the Church; and (2) That the Membership of Union Church, Kowloon, consists of those who as at the 30th November, 1928, were Annual Subscribers, while continuing in active connexion with the Church and those who have signed a Church Roll containing the confession of Faith. Future applicants for Membership will be required to sign a Church Roll.

The following were the results:

100 Yards (Sr.)—1, Tsui Kwo-kwing; 2, Tee Chi-kan; 3, Tang Chuk-wan.

100 Yards (Jr.)—1, Ng Yuk-ki; 2, Tang Nul-wai; 3, Chung Yee-pui.

100 Yards (Small Boys)—1, Wong Kam-ki; 2, Wong Ma-chi; 3, Chan New-wan.

High Jump (Sr.)—1, Tee Chi-kan; 2, Man Hok-chan; 3, Tang Chuk-wan.

High Jump (Jr.)—1, Ng Yuk-ki; 2, Li Shui-jun; 3, Tang Wu-wu.

Flat Race (Small Boys)—1, Wong Man-chi; 2, Chan New-wan; 3, Wong Kam-ki.

Long Jump (Sr.)—1, Tsui Kwo-kwing; 2, Tang Chuk-wan; 3, Yan Ho-wing.

Long Jump (Jr.)—1, Ng Yuk-ki; 2, Chung Yee-pui; 3, Tang Yui-wa.

Egg and Spoon Race—1, Wong Man-chi; 2, Chan New-wan; 3, Wong Wu-sun.

Three-Legged Race—1, Tee Chi-kan and Kam-wing; 2, Ju Kan-ku and Wong Kan-chau; 3, Yuen Wu-chew and Pun Shui-kit.

300 Yards (Sr.)—1, Tsui Kwo-kwing; 2, Tee Chi-kan; 3, Chan Kam-wing.

300 Yards (Jr.)—1, Ng Yuk-ki; 2, Chan Iu-wan; 3, Pun Shui-kit.

200 Yards (Small Boys)—1, Wong Man-chi; 2, Wong Kam-ki; 3, Chung Sz-hung.

Sack Race (Open)—1, Au Kwong-wai; 2, Chu Kam-sing; 3, Yuen Wu-chew.

Open Half Mile—1, Chan Kam-wing; 2, Tee Chi-kan; 3, Leung Ting-sam.

Marchell Draper, who won honours in the first Division, is at present away at Home and therefore her prize will be forwarded. Her sister Elaine, who won honours in the second class, is also absent.

The following officers were elected for the ensuing year:

Hon. Secretary, Mr. D. Gow; Hon. Treasurer, Rev. Frank Short; Envelope Secretary, Mr. J. Revie; Envelope Stewards, Messrs J. O. Provan and T. Ingraham; General Committee, Messdames Harvey, Lanig, Nelson, Forayth, Craig and Scott, and Messrs E. C. Tregillus, A. H. Gardner, A. W. Ingram, T. F. Bradford, D. McKenzie, Othon, J. Revie and Read.

Before the election of a Honorary Treasurer, the chairman announced that Mr. D. F. Warren, who had carried out the duties for the past four years, was retiring owing to his impending departure for Canada. The chairman said that he had carried out his duties with faithfulness and ability, and they had no desire to want a better man for the office. Mr. Warren had not only been the treasurer but had always been one of the pillars of the Church.

Mr. Warren thanked the chairman for his kind remarks.

A vote of appreciation of the outgoing committee's work was passed with acclamation.

The annual report, as presented by the committee, was read by Mr. Gow.

## SCHOOL SPORTS.

### CHINESE LADS' GOOD IN RUNNING.

Some good running was seen at the 13th Annual Athletic Meeting of the Yau Ma Tei Government School held at King's Park, yesterday afternoon. All the boys showed great keenness and several close finishes were witnessed by a large number of past and present pupils, including many visitors.

At the conclusion of the many events, Mr. C. Mycock, the headmaster, before asking Mrs. G. P. de Martin to distribute the prizes said he was sure all would agree with him that it was a very successful day's sport. He wished to thank Mrs. de Martin for so kindly consenting to give away the prizes, and also Messrs. Ho Yan-tak and Sung On-wing, the two teachers responsible for all the arrangements.

After the prizes had been given away, cheers were given to Mrs. Martin, Mr. A. O. Brown, the former headmaster, who was among the visitors, and "The Visitors."

The following were the results:

100 Yards (Sr.)—1, Tsui Kwo-kwing; 2, Tee Chi-kan; 3, Tang Chuk-wan.

100 Yards (Jr.)—1, Ng Yuk-ki; 2, Tang Nul-wai; 3, Chung Yee-pui.

100 Yards (Small Boys)—1, Wong Kam-ki; 2, Wong Ma-chi; 3, Chan New-wan.

High Jump (Sr.)—1, Tee Chi-kan; 2, Man Hok-chan; 3, Tang Chuk-wan.

High Jump (Jr.)—1, Ng Yuk-ki; 2, Li Shui-jun; 3, Tang Wu-wu.

Flat Race (Small Boys)—1, Wong Man-chi; 2, Chan New-wan; 3, Wong Kam-ki.

Long Jump (Sr.)—1, Tsui Kwo-kwing; 2, Tang Chuk-wan; 3, Yan Ho-wing.

Long Jump (Jr.)—1, Ng Yuk-ki; 2, Chung Yee-pui; 3, Tang Yui-wa.

Egg and Spoon Race—1, Wong Man-chi; 2, Chan New-wan; 3, Wong Wu-sun.

Three-Legged Race—1, Tee Chi-kan and Kam-wing; 2, Ju Kan-ku and Wong Kan-chau; 3, Yuen Wu-chew and Pun Shui-kit.

300 Yards (Sr.)—1, Tsui Kwo-kwing; 2, Tee Chi-kan; 3, Chan Kam-wing.

300 Yards (Jr.)—1, Ng Yuk-ki; 2, Chan Iu-wan; 3, Pun Shui-kit.

200 Yards (Small Boys)—1, Wong Man-chi; 2, Wong Kam-ki; 3, Chung Sz-hung.

Sack Race (Open)—1, Au Kwong-wai; 2, Chu Kam-sing; 3, Yuen Wu-chew.

## THE LATE DR. MRS. HICKLING.

## MEMORIAL PORTRAIT UNVEILED AT HOSPITAL.

Touching references to the wonderful life-work of the late Dr. Mrs. A. D. Hickling, who laboured for many years as Medical Officer of Chinese hospitals and Public Dispensaries and as supervisor of the work of the Tsan Yuk Hospital, were made by Lady Clementi, when she unveiled a portrait of the late lady doctor, which has been presented by the Staff and past and present nurses of the Tsan Yuk Hospital, yesterday afternoon.

The portrait hangs in the Nurses' dining room, and bears the following inscription: "In memory of Dr. A. D. Hickling, M.B.E.; presented by the staff and present student-nurses of the Tsan Yuk Hospital."

After an address by Dr. Tao, Lady Clementi unveiled the portrait, and, turning to the company, said:

I expect many people here knew Dr. Hickling better than I did. Some of you had the privilege of being bound up with her in her work, which is the best way of knowing anyone. I only worshipped her from afar, but even the small knowledge I had of her I account a precious possession. Dr. Hickling was one of those rare characters who light up this poor world and reveal to us the divine in human nature.

The outline of her 25 years of devoted work for this Colony is well known, but the full tale of her labours in alleviation of human misery is known only to the wondering angels. In these days of self-advertisement her modesty seems almost as marvellous as her work.

That we should have lost her at the height of her usefulness is a poignant tragedy; but, like Florence Nightingale, her greatest

## A MEXICAN STRIKE.

## PRESIDENT ARRANGES A SETTLEMENT.

Mexico City, Dec. 20. A strike on the British-owned Mexican Railway has ended.

President Portes Gil as arbiter gave a verdict that the railway must sign the collective labour contract demanded by the employees, and the strikers be given wages covering the entire time they were idle.—*Reuters American Service.*

achievement lay in the manner in which she trained and inspired others, and through those she taught she still daily serves Hongkong's poor and suffering.

In the Public Dispensaries of the Colony, in the Kwong Wah, the Tung Wah and the Western Hospitals, her living influence still moves among us to-day, and more especially in this Tsan Yuk Hospital, which is her own special creation. How earnestly I hope, Dr. Tao, that your wish may be fulfilled, and that an additional block of buildings may be added to the hospital in her name that the Colony may never, never forget her.

Who shall estimate what the force of her example has been to many who only met her casually, whose contact with her may even have been of the slightest? Can those of us who saw it ever forget the sight of her heroic soul, as she faced death so gallantly, working to the last, regardless of her own suffering, absorbed in her plans for the welfare of her beloved poor?

She has passed beyond our sight, and we shall never look upon her like again.

The ceremony was brought to a close by Mrs. Davey thanking Lady Clementi, on behalf of the staff, for her kindness in coming there that day and unveiling the memorial.

## LOCAL FLYING CLUB INAUGURATED.

(Continued from Page 2.)

Vaughan-Fowler, whose unbounded enthusiasm and wide experience as an aviator has enabled us to present to you to-day an attractive scheme for its inauguration.

I have appointed the Honourable Mr. W. E. L. Shenton to be the first Wing Commodore and President of the Club, and I now invite him to explain to you in outline the proposed draft constitution of the Club. You will then be asked to approve of these proposals in principle and to appoint a committee to work out the necessary details.

## Club Organisation.

The objects of the proposed club were outlined by the Hon. Mr. W. E. L. Shenton, who said that the detail of the organisation would be worked out by the Committee. The objects of the Club, he said, were to teach the principles of flying, to offer the Government-trained pilots and engineers in the event of an emergency, to gain aerial experience by the formation of a Flying Section, and to offer facilities for sport and social intercourse.

The club would be registered with limited liability on the lines of other clubs in the Colony and the membership would be irrespective of nationality, being subject only to the votes of the members of the committee. He went on to deal with the officers, and said the President and the Government Representative would be nominated by His Excellency the Governor in addition there would be one Naval and one Military representative, and also one from the Royal Air Force. Other officers would be the Secretary, Treasurer and Club Captain, together with six other members to be elected at each annual meeting.

Mr. Summers had offered his services as secretary and Mr. Ritchie had undertaken the duties of Honorary Treasurer until the club was a going concern.

## Forms of Membership.

Dealing with the membership of the club, the Hon. Mr. Shenton said there would be flying, subscribing or associate members and also honorary members. The former would pay a larger entrance fee and subscription and would be called upon to sign a declaration. This was in consideration of the financial assistance received from the Government, which naturally desired to secure the services of the club in the event of a crisis.

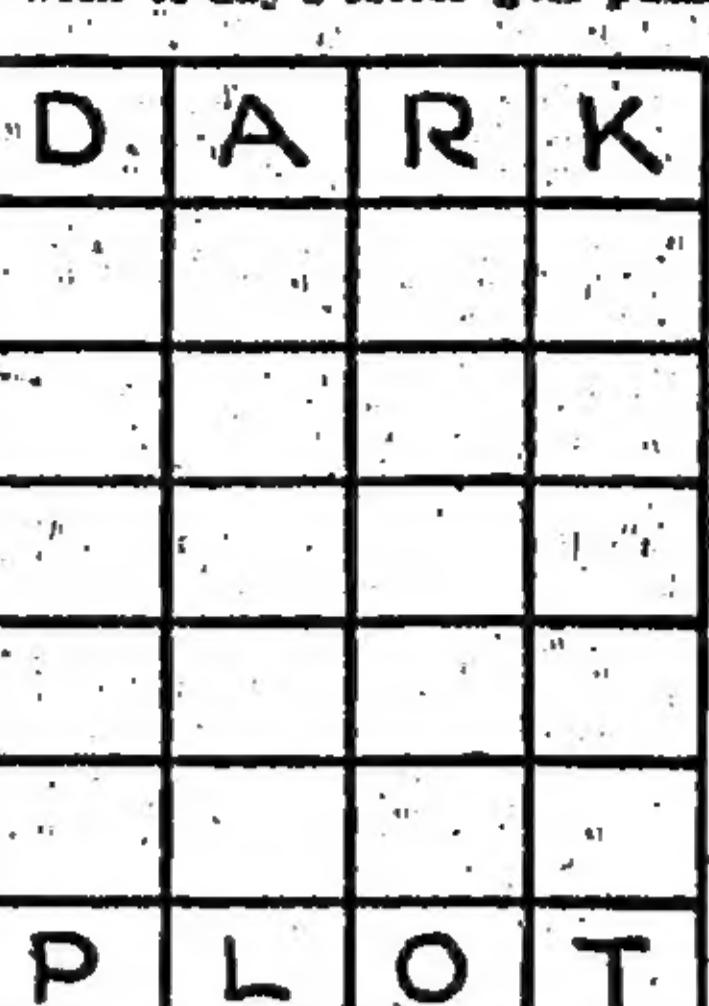
The form of declaration was similar to that adopted by other flying clubs and provided that in the event of the Governor declaring a state of emergency, a flying member placed his services at the disposal of the Government, subject to any obligations which may attach to him as a member of the Flying Club.

He added that the entrance fee for flying members would be \$30 and that for subscribing members \$20. The former would pay a monthly subscription of \$5 and the latter \$3.

It was the intention of the Government to give special facilities to members of the Hongkong Volunteer Defence Corps who would be given free instruction in aviation on terms to be decided by the Governor in Council. The Committee would draw up rules and re-

## LETTER GOLF.

There's a DARK PLOT connected with to-day's letter golf puzzle.



1.—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.

2.—You can change only one letter at a time.

3.—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4.—The order of letters cannot be changed.

One solution is printed on another page.

ulations to control flying and for the conduct of the Club generally.

The Hon. Mr. Shenton then proposed that the Hongkong Flying Club be formed, Mr. R. Vaughan-Fowler seconding. The motion was carried unanimously when put to the meeting by His Excellency the Governor.

## The First Officers.

The Hon. Sir Henry Pollock proposed that the undermentioned persons shall be the first members of the General Committee and are authorised to take such steps as may be necessary for the preparation of the memorandum and articles of association of the Club and the bye-laws, and that they are further authorised to proceed generally with the organisation of the proposed Club.

Wing Commodore.—The Hon. Mr. W. E. L. Shenton.

Naval Representative.—Lt. Commander W. B. Keith, R. N.

Military Representative.—Capt. K. V. B. Benfield, D.S.O., M. C. (G.S.O. III, China Command).

Royal Air Force.—Wing Commander A. H. S. Steele-Perkins, O.B.E., R. A. F.

Government Representative.—The Hon. Commander G. F. Hole, R. N. (retired).

Honorary Secretary.—Mr. A. W. Summers.

Honorary Treasurer.—Mr. A. Ritchie.

Club Captain.—Mr. E. J. Wynne-Jones.

General Committee.—Mr. R. Vaughan-Fowler.

The Hon. Sir Shou-son Chow seconded and the motion was carried unanimously.

Proposing a vote of thanks to His Excellency the Governor, the Hon. Mr. Shenton said that he felt sure the club would be a successful one. Replying, His Excellency expressed thanks and wished the Hongkong Flying Club every possible success in the future.

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General cargo will be discharged into Holt's Wharf Kowloon, where it will lie, at Consignees' risk and subject to the terms and conditions of storage at Holt's Wharf. The cargo will be ready for delivery from the Godown on and after 19th December.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the goods have left the steamer's Godown, and all General Cargo remaining undelivered after the 24th December, will be subject to rent.

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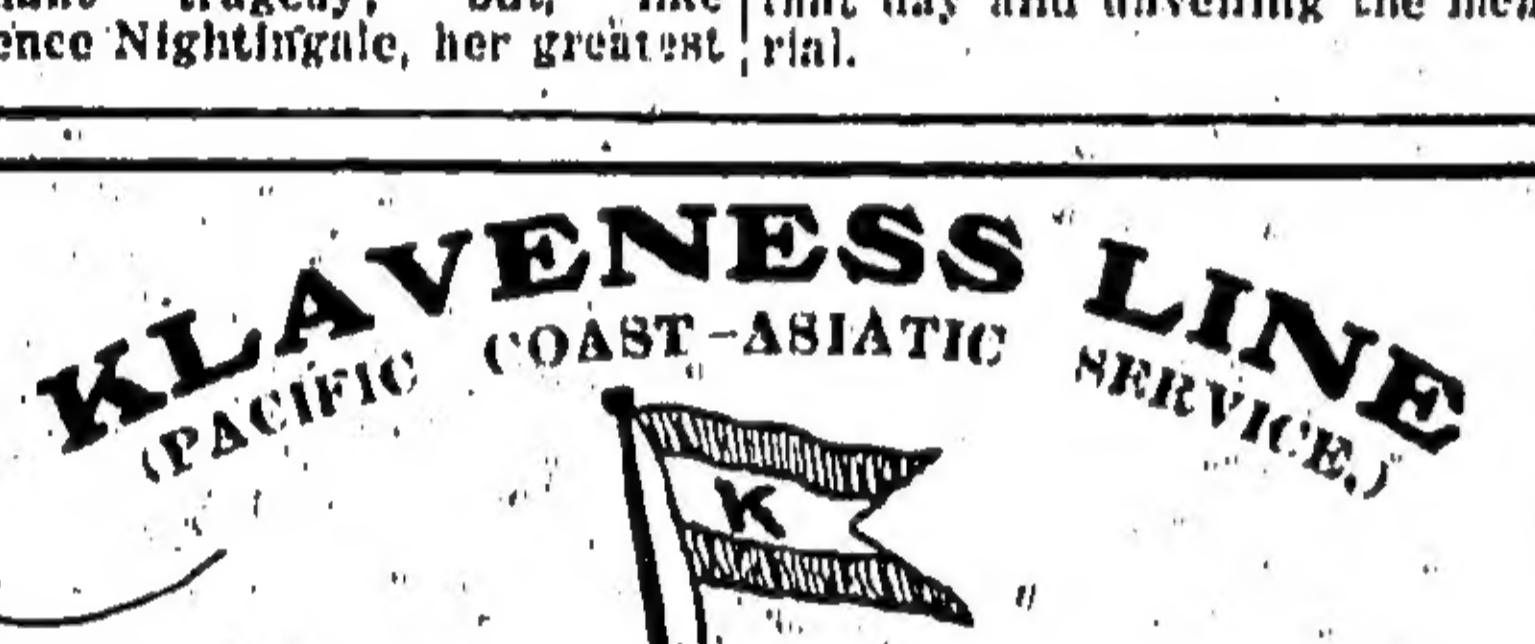
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Pr. Garfield Dec. 29, 8 p.m. Pr. Polk ... Jan. 12, 6 a.m.  
Pr. Pierce ... Dec. 31, 6 p.m. Pr. Taft ... Jan. 14, 6 p.m.  
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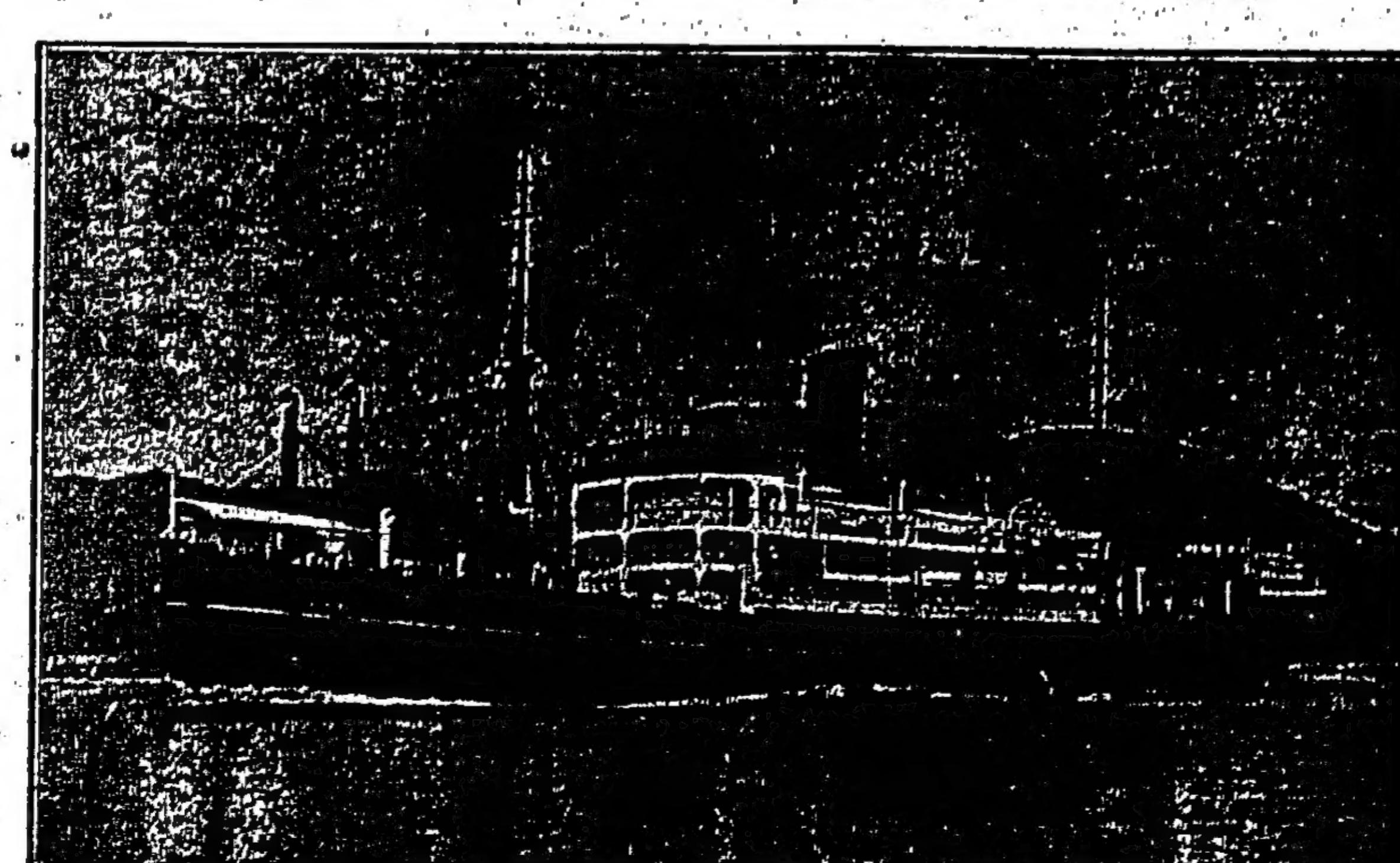
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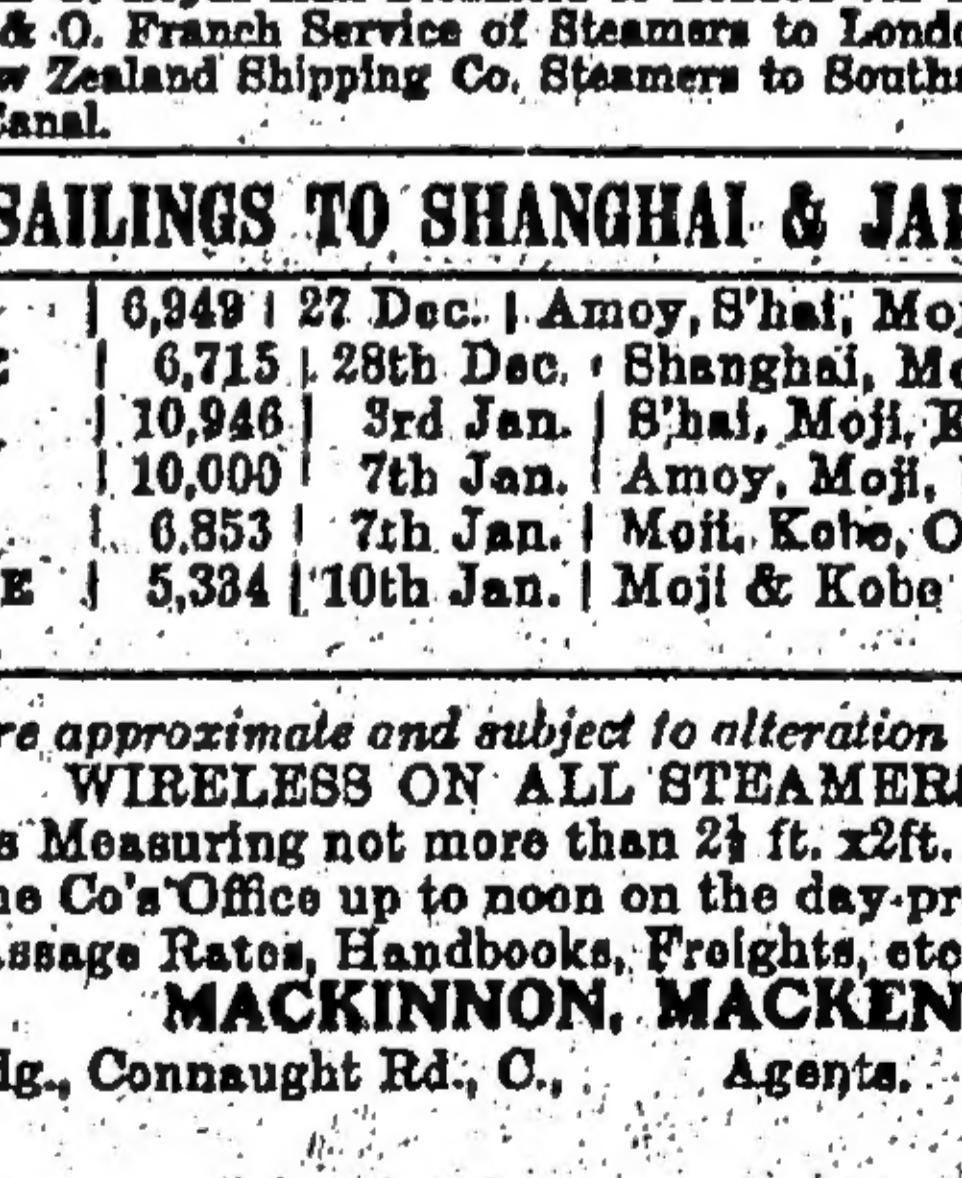


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Steamship "GLENSHANE" ... 1st Jan.

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### "PEA-SOUPER" OVER NEW YORK.

SHIPPING AT STANDSTILL  
FOR FOUR DAYS.

### "FORT VICTORIA" EPIC.

New York, Dec. 20.  
A dense fog has practically brought to a standstill all shipping movements in New York Harbour for a period of four days.

Shifting winds to-day, however, give promise of clearing the air. The New York newspapers continue to pay tributes to the discipline which prevailed on board the British liner Fort Victoria when she was rammed and sunk outside the Harbour by another ship two days ago. There were 200 passengers on board as well as a large crew, and their transfer to a pilot boat was carried out with perfect orderliness and in remarkably quick time.

The Press specially commends the wireless operator, as well as the Captain and officers for sticking to their ship until the last possible moment. The Fort Victoria went down almost immediately after they abandoned her.

Meanwhile very severe wintry conditions prevail in other parts of the United States. Half the continent is experiencing temperatures below freezing point, and a number of deaths have occurred as a direct result of the acute conditions.—*Reuter's American Service*.

### LORD PRIVY SEAL HECKLED.

(Continued from Page 1.)  
powers that Parliament must give before they could start a man working.

Speaking Up.

Whereas the schemes of municipalities or public companies sanctioned by the Unemployed Grants Committee in the last two years of late Government had involved an expenditure of six million pounds, in the six months during which the present Government had been in office, this committee alone had sanctioned the spending of £13,500,000 for 630 different schemes. At the present moment, there were nine hundred and twenty-three fresh schemes under consideration, of a total value of £18,000,000.

Eight and a half millions expenditure had been sanctioned on electricity development.

Docks and Harbours.

In regard to docks and harbours, here again a study of the unemployed problem convinced him that, if we wanted to develop our trade, more facilities and more efficient plant was required at many of our docks and wharves.

He has invited a committee of the dock authorities to meet him and schemes had been approved for docks in such places as Dundee, Milford, Liverpool, Newcastle-on-Tyne, Shoreham, Inverness, Boston and Aberdeen.

He would be deceiving the House if he did not frankly say that in the end these schemes were only experiments.

Trade Commissioners.

"I do not believe any Government can solve the unemployment problem by merely temporary schemes, of whatever kind they are. I do believe that, in addition to all this speeding up that I have enumerated, you have got to concentrate on your export trade."

He deplored the fact that the late Government had abolished trade commissioners for twenty-two different countries. The present Government proposed to restore most of these. It was engaged in reviving the whole of that department.

Dealing with the general trade prospects of the country, Mr. Thomas said that recent events in London and America could not be minimised. Their effect was very serious.

Rationalisation of Industry.

On other hand, there were bright prospects in certain industries if unification and rationalisation could take place.

The motor industry offered more hope of employment than others.

In the steel industry, great changes were taking place. The steel industry was passing through a difficult period and the cotton industry was in the same position as a whole.

He was applying himself, in consultation with those trades and with experts, to see how far they could stimulate those industries.

In conclusion, he repeated he would do all he could by the expenditure of public money to provide employment, always provided it added to the efficiency and the general prospects of the country as a whole.

Just as his predecessor had put on the brake, he was putting on the accelerator.—*British Wireless* and *Reuter*.

### BRITISH PUNITIVE EXPEDITION.

RECALCITRANT CHIEFTAIN CAPTURED.

### CAPTAIN LOW IS SHOT.

Khartoum, Dec. 20.

The recalcitrant trial Chief, Lafolla, who has his domain in the region of Talodi in the Nuba Hills, was captured a few days ago by a joint force of the Sudan Defence Force and the police, sent out for the special purpose of bringing him to book.

Tribesmen the next day fired on the troops, killing one and wounding their commander, Captain A. Low.

The situation is well in hand.—*Reuter*.

NIGERIA TROUBLE OVER.

London, Dec. 20.

Reuter learns that Opopo, in southern Nigeria, is now quiet. The situation in the whole of Calabar Province is rapidly approaching normality and a resident believes that the crisis is past.

Everything is quiet in Owerri Province, except in two remote and unimportant centres where an early settlement is expected.

The Colonial Office has received information to this effect from the Governor of Nigeria.—*Reuter*.

### INSPECTION OF THE K.O.S.B.

#### GENERAL'S WISH FOR A HAPPY XMAS.

The 2nd Battalion K.O.S.B. were inspected by H.E. Major General J. W. Sandilands, this morning. At 8.45 a.m., the men marched from barracks, preceded by their band, and formed up on Murray Parade Ground for the G.O.C.'s inspection.

Later the troops marched back to barracks and laid down their kit, after which H.E. walked through the barracks, wishing the men a happy Christmas.

Major General Sandilands will pay a similar visit to the Somerset Light Infantry at Shamshuipo on Monday.

### HAICHING PIRACY SEQUEL.

#### TWO MEN FACE CHARGE OF MURDER.

Lam Hing and Chan Mu-ying, both described as Numsham Hoklos, made their second appearance in the dock at the Central Magistracy charged with the murder of Mr. Kingsley Frank Woodward, the Third Engineer of the pirated s.s. Haiching, this morning, and were again formally remanded in police custody for one week.

Chief Inspector Reynolds made application to Mr. Hamilton for the remand, and, in granting it, the Magistrate asked which of the two were found in the locker.

Mr. Reynolds replied:—"The tall one, your Worship."

The prisoners were then removed from the dock under close guard.

### THE WEST RIVER GUNBOATS.

#### RESULTS OF THE ANNUAL REGATTA.

The West River gunboats regatta was held at Canton on Friday, the complete results being as follows:—Mooren, 35 points; Moth, 30; Tarantula, 23; Cicala, 21. H. M. S. Seawee did not participate.

The officers' race was won by H. M. S. Moth.

### EXCHANGE RATES.

London, Dec. 20.

Paris	123.80
Brussels	34.865
Amsterdam	12.10
Berlin	20.385
Copenhagen	18.185
Vienna	34.67
Helsingfors	194.1
Lisbon	108.20
Bucharest	9.17
Buenos Aires	44%
Shanghai	2/2
Yokohama	2/0 3/32
New York	4.88 7/32
Geneva	25.005
Milan	93.25
Stockholm	18.005
Oslo	18.20
Prague	164%
Madrid	35.42
Athens	376
Rio	5.11/32
Bombay	1/6 29/32
Hong Kong	1/7/2
Silver (spot)	23/2
Silver (forward)	22.5/16
	British Wireless

### DEATH OF M. EMILE LOUBET.

#### FORMER PRESIDENT OF THE FRENCH REPUBLIC.

#### FATHER OF ENTENTE.

Paris, Dec. 20.  
The death has occurred, on the eve of his ninety-first birthday, of M. Emile Loubet, former President of the Republic and one of the originators of the Entente Cordiale.—*Havas*.

It is twenty-four years since M. Loubet retired from active politics and he is scarcely known by the younger generation in France. He spent the evening of his days on his estate in his native Department of the Drome, but for the last few years he had lived with his son in the town of Montelimar. On December 31st, last year, when he celebrated his ninetieth birthday, he was still in remarkably good health.

M. Loubet was born in 1838, at Marsanne, Drome, where he practised as a lawyer. He began a political life by interesting himself in municipal affairs and while a comparatively young man he became mayor of Montelimar. A close friendship existed between him and Carnot and they entered the Chamber together in 1876. Nine years later, after Loubet's election to the Senate, he became the leader of the extreme Left, and on Dec. 12, 1887, he entered the Tirard Cabinet as Minister of Labour, becoming later Premier and Minister of the Interior.

It was a trying time with anarchist outrages miners' riots and the Dahomey expedition. The Radicals defeated him in 1892 and he took the portfolio of the Interior in the Ribot Ministry, but aroused antagonism owing to his defence of Rouvier and had to resign in 1893, because he took the side of those compromised by the Panama scandal.

In view of his blameless reputation however, he was elected in 1896 President of the Senate and in 1899, President of the Republic. M. Loubet's Presidency was notable for the strengthening of the Franco-Russian Entente and for the Dreyfus case; it required some courage to sign the order for the re-trial of that officer. But his most important work was the inception of the Entente Cordiale in co-operation with King Edward VII. It was the action of the latter, then at Gibraltar, in sending his own naval escort to greet Loubet on his visit to Algiers that caused the President to invite the monarch to visit Paris on his way home—an invitation which he insisted on accepting despite the misgivings of the then British Government.

It was M. Loubet's tact that healed the wounds left by the French support of the Eggers and by the British outmanoeuvring of Marchand at Fashoda. The friendship that began in 1903 was to have momentous consequences when Germany put it to the test in 1914.

Another episode of Loubet's term of office was the campaign which led to the separation of church and state. He himself did not approve of the great bitterness displayed towards the clergy and the religious congregations. In support of his foreign policy he paid visits to England and Russia. At the end of his seven years' term he declined re-election and retired from politics at the end of 1905. His successor at the Elysee was M. Fallières.

Another episode of Loubet's term of office was the campaign which led to the separation of church and state. He himself did not approve of the great bitterness displayed towards the clergy and the religious congregations. In support of his foreign policy he paid visits to England and Russia. At the end of his seven years' term he declined re-election and retired from politics at the end of 1905. His successor at the Elysee was M. Fallières.

Scenes of fervour marked a crowded demonstration to protest against Soviet persecution of religion in Russia, at the Albert Hall. The audience, the majority of whom were women, stood a minute silently in remembrance of those who had suffered for their faith in Russia.

The main resolution was moved by Lord Brentford, who condemned the cruel persecution of fellow worshippers and suppression of religious instruction of the young. Chief Rabbi Hertz said the Jews were the greatest sufferers from Soviet religious persecution.—*Reuter*.

London, Dec. 20.  
It is understood that Sir Edmund Ovey the newly appointed British Ambassador to Russia, will present his credentials in Moscow tomorrow.—*British Wireless*.

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